

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5521

晚七十月六年三十三緒光

FRIDAY, JULY 26, 1907.

五拜禮 號六十二月七 英港香

\$13 PER ANNUM
SINGLE COPY, 25 CENTS.

CONTENTS.

Births and Deaths.

Leading Articles.

Hongkong Volunteers.
The Trade of Canton.
Subsidiary Coinage.
Piracy in Southern Waters.
The Indian Unrest.
Is Hongkong Retrograding?

Telegrams.

Mr. Chung Weng Kwong.
Sir Frederick Lugard.
Viceroy Serously Ill.

Meetings.

Legislative Council.
Sanitary Board.
Canton-Hankow Railway.
Indo-China Steam Navigation Co.
Kulungau (Amoy) Municipal Council.

Legal Intelligence.

Breach of Contract.
Sale of Houses.
Pankruptcy.
A Revoked Contract.
Ech of the Typhoon.
Claim for Partnership Accounts.
Privy Council Appeal.
The Building Authority Case.
The Infant Mortgage.

Police.

Murder in Hongkong.
Alleged Pirates to be Extradited.
Tampering with Private Letters.
Disturbance in a Bar-room.
The Other Man's Wife.
A False Charge.

Miscellaneous Articles and Reports.

Sir Frederick Lugard.
Subsidiary Coins.
Last Night's Gale.
Collision off Kowloon.
Typhoon Warning.
Hongkong Volunteer Corps.
New Typhoon Signals.
Hongkong.
Lecture on Sanitation.
Hongkong Dock.
Canton.
Volunteer Troops.
Fire in a Godown.
Anti-Opium Campaign.
Daring Robbers at Work.
Marine Court.
New Messageries Steamer.
The Royal Hongkong Golf Club.
Hongkong Water Polo Shield Competition.
Hongkong Gymkhana Club.
Flour Milling in Manchuria.
Opium.
The Java-China-Japan Line.
The Blake's Farewell to Ceylon.
Water Return.
Sale of a Launch.
Canton Day by Day.
The Anking Murder.
Weihaitei and China's Navy.
The Whangpoo Conservancy.
The Korean Impasse.
Chinese Dress.
The Russo-Chinese Bank Swindlers.
Warning to Tourists.
Japan and the United States.
Earthquake Disaster.
The Japanese Question in America.
The Tokyo Exhibition.
The Formosan Lottery Case.
Singapore Civil Servants.
Importing Chandu.
Health in Hot Weather in Bangkok.
Bangkok Police.

Commercial.

Yarn Market.
Exchange.

Local and General.

BIRTHS.

On the 15th June, at King'sley, Bexhill-on-Sea; the wife of J. C. NICHOLSON, of the Hongkong and Shanghai Bank, of a daughter.

On July 17, 1907, at Shanghai, the wife of G. Y. JARVIS, MARGARET, of a son.

DEATHS.

On July 14, 1907, at Soochow, ADAMSON, son of Rev. and Mrs. J. N. Hayes, in 19th year of his age.

At the Government Civil Hospital, on the 20th instant, BEATRICE TERESA KENNETH, aged 58.

MEUGENS—At the Government Civil Hospital on July 24th, ERNEST JOSEPH MEUGENS, aged 47.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, JULY 26, 1907.

HONGKONG VOLUNTEERS.

(20th July.)

Major Chapman, Hongkong Volunteer Corps, is to be complimented on the steady increase of the force under his command. In the report to the 31st March, last published the total strength of the Corps is given as 290, being an addition of sixteen members over the total for the preceding year. Satisfactory as this increase is, Major Chapman is confident that, now that the new Headquarters have been completed, the total will increase during the next year, particularly, if the new Infantry company, which has been discussed, is started. Another gratifying feature of the report is that the establishment of the Mounted Troop was raised in July of last year to 43, viz., 1 officer, 1 sergeant, 1 corporal, and 40 troopers. The Reserve Association is becoming increasingly popular with the senior residents of the Colony; for it had on 31st March, 1907, a membership of 249, an increase of 18 during the past twelve months. The members have carried out a large amount of rifle practice throughout the year at the King's Park Range, Kowloon, which is more accessible than the Volunteer Range at Tai Hang, and at the Peak Range which has been recently opened. After reviewing the work of the year as regards gun practice, musketry course, camps of instruction and competitions, the Commandant records the gratifying fact that a semaphoric signalling class was formed during

the summer months. On February 6th, 1907, the Corps had the honour of parading and lining the streets on the occasion of the arrival of H. R. H. The Duke of Connaught, Inspector General of the Forces. The Troop furnished an escort. A small Cadet Corps was started in May, 1906, with boys from the Victoria British School; there are now 12 members. They are instructed in squad drill and semaphoric signalling. They attended camp and many of them have already proved themselves very efficient signallers. It is hoped that their numbers will soon increase. The new Volunteer Headquarters were opened on December 15th, 1906. The building has been paid for out of the Hongkong Volunteer Corps Fund, with the addition of a sum of \$5,000 from the Government. All the rooms have been well furnished and the officers' and sergeants' mess rooms and the billiard room have been completely fitted up out of private funds at no cost to the Government. The building has already proved very popular and the Commandant personally feels very pleased that it should have been opened before the departure of Major Pritchard, who made a great point of the necessity of suitable headquarters ever since his arrival in the Colony. Major Chapman is convinced that this will tend to make volunteering more popular and trusts that the numbers will increase; the separate messes for officers, sergeants and rank and file should also improve the discipline of the Corps. A sub-machine was requisitioned from England, subject to the approval of the War Office, but the purchase of the apparatus has been postponed until the merits of similar cheaper devices now being tested have been ascertained. The great expense of building and furnishing the Headquarters has prevented the men being supplied with winter clothing. Major Chapman considers, however, that khaki is not sufficient for them and he hopes funds will now be available to enable him to submit orders for warm clothing to be taken in to wear next winter—a hope which, we feel sure, will not be met by disappointment.

THE TRADE OF CANTON.

(22nd July.)

An extremely interesting report on the trade of Canton, last year appears in the latest publication issued by the Imperial Maritime Customs, under the signature of Mr. F. J. Mayers, the Acting Commissioner of Customs. The writer remarks that it is somewhat surprising, and therefore all the more gratifying, to find that in spite of unfavourable conditions—high exchange, spring floods, and disastrous autumn typhoons—there has again been a slight increase in the revenue, the advance over the figures for 1905 being HK. £. 157,792. The total net value of the trade of the port shows an increase of nearly two million taels, which, in view of the high sterling exchange ruling throughout the year, and the consequent reduction in the silver value of foreign imports, indicates a satisfactory development of the general trade of the port. But Canton might do much better still, and no doubt will do so as soon as the unfortunate conditions which are now hindering the construction of the trunk railway line to Hankow are satisfactorily settled. Once this line is completed and in operation the trade of the port may be expected to develop enormously; but as things are going now there seems little prospect of the Hankow railway being completed for many years. Referring to the subject in another section of his report, Mr. Mayers observes that the affairs of the Canton-Hankow Railway have not progressed satisfactorily during the year. After much local agitation against the proposed official management of the line, the control was eventually entrusted, in June 1906, to a commercial committee representing the Kwangtung Commercial Railway Company, Canton-Hankow line, under the patronage of the nine charitable institutions and 72 guilds. The capital of the company is 40 million dollars, of which about one-fifth has been paid up or promised—in subsidiary coinage. In order to make the line popular, it was deemed advisable to limit the value of the shares to \$5 each, so that even poor people might participate. As such people naturally expect a quick return for their money, the delays that have occurred have not tended to inspire confidence, and further delays are likely to cause the board of control very considerable embarrassment. There has been great friction between the local committee and Hongkong subscribers. The latter were not satisfied to hand the amount of their subscriptions over to the Canton committee to be disposed of as the latter thought fit; and they therefore deposited their share—some 24 million dollars—in foreign banks in Hongkong, and recommended that all the company's funds should be similarly dealt with. To this the Canton shareholders objected, and they attempt to refuse recognition to the Hongkong subscribers; but the present Viceroy has ruled that their subscriptions shall be accepted. It is exceedingly difficult to understand the principles on which the Railway Company directors are working. They apparently are determined to conduct their business on purely original lines, totally ignoring all foreign precedents. The result may be perfectly satisfactory in the end, but at present it is only possible to say that up to date a state of intense friction between all parties concerned appears to have characterised the situation, and no serious attempt has been made to start the trunk line. As this line is bound to have an enormous influence on the future development of the trade of Canton, it is a matter of extreme regret to all interested

in this question that a succession of difficulties has so long delayed the commencement of operations. It is indeed, even now, impossible to foretell when the construction of the main line is likely to be seriously undertaken. Mr. Mayers does not put much faith in the possibility of Whampoa becoming a rival of Hongkong. Referring to new business undertakings started in Canton last year, the writer states that among new commercial enterprises, the most important is the city waterworks. Water of excellent quality will be obtained from a creek beyond the Arsenal. Filter beds, with an area of 96,000 square feet, are being built. The capacity of the pumping machinery order is 8,750,000 gallons in 24 hours; and the water tower, which is 110 feet high to floor of tank, has a capacity of 200,000 gallons. The total length of the water mains will be about 55 miles. The service should commence some time during 1907. The company has a capital of HK. 1,200,000, of which the Government has subscribed half. The Government is establishing cement works in Honam in anticipation of a great demand from the Hankow Railway. A company, with a capital of \$200,000 has imported weaving machinery from America for the manufacture of underwear and socks of foreign style. Machinery is being employed by several shoemakers in the manufacture of foreign-style boots and shoes; which are now largely worn. A considerable amount of building has been done on the Shamenee, where there are now very few vacant lots. Altogether the report is entirely favourable to the trade of Canton and is, indeed, a tribute to the energy and business capacity of the Cantonese.

SUBSIDIARY COINAGE.

(23rd July.)

The official correspondence which was laid before the Legislative Council this afternoon practically brings to a finality, so far as the Government is concerned, the discussion upon the question of the subsidiary coins of Hongkong. It would appear from the last two telegrams that the notification appearing in the issue of the *Quetzle* Saturday week last, and which was commented upon in the *Hongkong Telegraph* of that day, is the outcome of a series of communications which have been carried on between the Hongkong Government and the Colonial Office. A perusal of the extremely interesting despatches which have been exchanged between the home and the Colonial Governments forces the conviction that the attitude of the local Government in respect of the currency of the Colony has been undoubtedly a correct one, as advised by the Government have been by the best authorities on the subject in Hongkong. It will be seen that at the outset the Governor had the benefit of the advice of the chief manager of the Hongkong and Shanghai Banking Corporation. When questions were put to the Governor in the Legislative Council in connection with the depreciation in the value of our local tokens, the Government was not satisfied in obtaining the opinion of a single firm of banking experts, but proceeded to secure the advice of the Chartered Bank and the Mercantile Bank of India in addition to the counsel of our leading financial institution. The Government had anticipated the "vice-whisper" and, therefore, to the Hon. Mr. Osborne when he put his question in Council last year was based on the opinion of three experts. In his last despatch on the subject to the Secretary of State for the Colonies, Mr. May, on the 27th April, expressed the opinion that fifteen lakhs of dollars of subsidiary coins would be ample for the requirements of the Colony's business for a period of years, and that an issue of \$100,000 per annum would be quite sufficient to provide for deficiencies in the amount arising from loss, wear and tear, and for any probable increase in the population, after the currency had been put upon a proper footing. If the amount is so small as \$1,500,000 only then the redemption of the \$50,000,000 of coins, which it is estimated, has been put into circulation, will mean an enormous total loss to the Colony, which the taxpayers will be called upon to pay. But in the circumstance it is not easily discernible how Government can shirk the responsibility for making good the amount involved by process of redemption, since the Colony had earned in the past considerable sums annually by putting into circulation this enormous amount of token money. If the representations made through His Majesty's Minister at Peking to the Wai-wu-pu, which up to now remains unanswered by Sir John Jordan, be productive of practical results, there is still hope that the ultimate loss to taxpayers will be reduced very considerably, if the provincial authorities of the Chinese government, under instructions from the Peking authorities, should curtail the output of their silver tokens to only so much as will be required by the necessities of business in the Two Kwang. The remedial measure is provided for in the Mackay Treaty of 1902, and if China were to meet her obligations in this respect the Colonial finances would be saved much of the burden which might otherwise fall upon the taxpayers, as the result of over-production of subsidiary coinage in the mints at Canton.

PIRACY IN SOUTHERN WATERS.

(24th July.)

Public attention has lately been directed once more to the piracy, which seems to be perennial in the Southern waters of China. Great Britain has assented, through the

medium of her Minister in Peking, her readiness to undertake a campaign of clearing the river and creeks of Kwangtung of these pests, if China finds herself unable to attend to the matter just at the moment, and protecting commerce from the raids which are liable to be made on it at any moment under existing conditions. This report is derived from Chinese sources by the *Shanghai Times*. The reported intention of Great Britain arises from the recent piracy of the *See Cheong* on the West River as fully reported by our Canton correspondents who put in his letter published to-day that the British Consul-General at the Provincial Capital has urged the local authorities to offer suitable rewards for the capture of those implicated in the recent hold-up of the British launch. Every trade report relating to this port or that port in the South, every consular statement describing the commerce and trade facilities of the same, and every consular reference to the question of piracy and the disastrous effect which it is having on the trade of the affected districts. The *Shanghai Times* has compiled from the Yellow Book issued by the Imperial Maritime Customs the Commissioners' reports dealing with piracy in southern waters. Our contemporary says: "We saw in Mr. F. J. Mayers' (I.M.C.) report on the trade of Canton for the year 1906 the following reference to the subject:—

"Several cases of piracy have, unfortunately, to be recorded; the most important of them concerned the West River steamer, *Satnam*, whose captain was severely wounded and a passenger—Mr. MacDonald, of Wuchow—killed, on the 13th July. The question of devising more effective measures for the suppression of river brigandage has been for some time past carefully discussed by the Chinese and foreign authorities; but so far, no definite arrangements have been arrived at. The problem is by no means an easy one, but it is hoped that before long a satisfactory solution may be found."

Mr. Chas. Kitelee, I. M. C., in the course of his report on the trade of Kiangchow, in the Island of Hainan, for the year 1906, states: "Pirates still lurk in the narrow waters of the Leiqchow peninsula. They sometimes sail forth to plunder the unwary junks in Hainan waters; but their depredations are not at all on the same scale as those on the West River. The members of these gangs appear to be jacks of all trades; they can turn their hands to any business and make a pretence to belong to any civilised community. On the river and when they set foot on land they assume the innocent look of harmless rustics. A few captives were made and summarily dealt with."

Again, reporting on the trade of Kowloon for the year 1906, Mr. Commissioner W. R. Parr states:—
"The exportation of arms and ammunition, coastwise from the colony of Hongkong, was prohibited for a further period of six months from the 28th May. But arms smuggling from Hongkong, Macao, and Kwangchow has, notwithstanding, been very rife for some time past, and it seems somewhat of a rebuke to the fact that the insecurity now resulting from this nefarious trade should affect indirectly foreign commerce. That His Excellency the former Viceroy, T'ien Ch'ui-huen, did much to rid the delta of pirates, and that the present Viceroy, His Excellency Chow Fu is continuing these efforts, is undoubted; but so long as arms are freely supplied to these marauders, so long will the best endeavours of the Chinese Government be minimised. Several daring acts of piracy occurred during the year past, particularly that of the British steamer *Satnam* on the West River at the mouth of the Tsin-sha River, on the 13th July. The pirates succeeded in making good their escape with their booty, but several of the band were subsequently captured by the Chinese authorities and summarily executed."

Another example, Mr. E. V. Brennan, Acting Commissioner, I. M. C., reporting on the trade of Lappa for 1906, says:—Vigorous measures have been put in force by provincial authorities to check piracy, especially since the capture of the *S. S. Satnam*, and several important captures of pirate chiefs have been made in this neighbourhood."

We may also cite Mr. G. Moule, I. M. C., who in the course of his report on the trade of Kowloon for the year 1906, says: "Piracy, actual or reported, also made traders timid, especially during the summer and autumn months, and vessels with valuable cargo as a rule engaged a guard of soldiers—adding largely to the cost of transport; and further on:—
"In a year when so much has been heard of piracy, it is satisfactory that no very serious cases have occurred in the Kwangtung district, though it is true that some outrages took place just beyond its limits, and Wangmoon—the eastern limit of this district—is supposed to be a favourite refuge of the West River bandits. Many slight cases have been reported, in which small and unarmed boats have been attacked and robbed. Twice during the year the Customs light-vessel, moored to miles up the river, at Stauch Island, was attacked, but whether by 'pirates' or by pious villagers, who objected to the boat's light-vessel, thinking that they would be secure from attack there. Information was, however, given to a Government launch, and after a short fight the pirates were captured. With regard to the various proposals for the suppression of piracy it appears doubtful if even an unqualified success has been achieved. According to local opinion the most effective method would be a careful search of all passengers at the stopping-places of steamers, launches, and passenger-boats. Unfortunately this would cause long detentions of the vessels, and the remedy might be worse than the disease."

Official reports to the same effect might be quoted almost without end, but we fancy our readers will find one more sufficient. It is from the report of Mr. H. von Lindholm, Acting Commissioner, I. M. C., on the trade of Amoy for 1906:—
"Piracy has, but for the prominence given to it by the daring attack on the British *S. S. Satnam* on the 13th July, which drew attention generally to the insecurity on the river—been no more prevalent than in other years. The *Satnam* outrage is sufficiently well known through the press and need not be dwelt on here, but as there have appeared exaggerated and unfounded reports regarding the alleged apathy of the authorities, and the continued insecurity on the river, it may not be out of place to state here in comparison that the local Government was rather prompt in dispatching a considerable force of its available troops and suitable armaments to the suspected districts under com-

mand of the officer in charge of the Bocca Tigra forts and in control of these rivers, who was lacking neither in energy nor ability. The district has, to a great extent, been purged of suspected and undesirable characters, and it has been forcibly brought home to the minds of the people that a foreign steamer will not fail, entail serious consequences. To this end, to the good crops in the autumn is due the absence of piracy during the latter part of the year. Piracy must, however, not be considered extinct because dormant; and it is to be hoped that the authorities will continue and succeed in their efforts to establish more security on the river, though it ought generally to be more fully recovered than it is now, difficult this is in cases of floods and scarcity, where thousands have been made homeless, starving, and desperate in districts where piracy for ages has been looked on in much the same light in which smuggling was regarded by the coast populations in Europe a hundred years ago, and where all the inhabitants of a village, as a rule are not only friends but also relations, and where everybody—from the old woman picking cotton on the river bank to the nakedurchin riding a water buffalo on the embankment—inform, help, and abet the culprits. But because the task is extremely difficult—and this ought to be recognised—there is no reason why it should not be energetically tackled."

Commenting on these reports, the *Times* observes in conclusion:—"So that there is no lack of testimony to make it clear that it is very necessary for someone to take in hand seriously the task of putting an end once and for all to the piracy in the Kwangtung waters, and if China just now finds herself unable to do the task, she would, no doubt, welcome disinterested co-operation, such as that of Great Britain."

THE INDIAN UNREST.

(25th July.)

So many and varied have been the opinions expressed in connection with the present unrest in India, that it may serve some useful purpose to consider one or two of the possibilities which have been discussed as likely to arise in consequence of the agitation prompted by a small section of the natives in upper India. It is said that there is likely to be another mutiny, but such a contingency may be dismissed as the outcome of timid minds. In the opinion of an Anglo-Indian who writes in a contemporary if there is any disturbance it will be a popular rebellion and not a mutiny of the native army. In 1857 there was no rebellion among the people. The people were loyal to the English. There was simply a mutiny among the native soldiers. It must be remembered that there are only about 80,000 British troops in India to keep in check a population of 300,000,000 who are very largely of warlike races, and there is a standing native army of 170,000, well drilled and well armed. If a rebellion became general throughout the country it would be an easy matter for the natives to cast aside British rule, but fortunately for the British interests those races which are the backbone of the native army, such as the Sikhs and Gurkhas, have always been loyal to the British Government and upon the loyalty of the native princes the Government can also count as a certainty. At the time of the mutiny in 1857 the artillery was, for the most part, in the hands of the natives; also the defence of the forts throughout the country. Now all the large forts are in the hands of English soldiers, and with the exception of a few mountain batteries the artillery is entirely manned by English soldiers. There has always been an element of disloyalty in India which has found expression in the native newspapers, but now a large number of newspapers conducted by native editors, whether in the vernaculars of the country or in English, is full of manifest disloyalty to the British in its admiration of the rise of Japan and the defeat of Russia by an Oriental Power. In the event of any rebellion it is certain that the 70,000,000 of Mohammedans will combine to establish Moslem rule. An English official in Peshawar says that in the course of conversation with one of the military staff of the Amir of Afghanistan he found that this distinguished Afghan was under the impression that in the course of the present century Durrani rule would be re-established in India, just as it was in the days of Mahmud, of Ghazni and Nadir Shah. Already it has been discovered that regular correspondence is being carried on between the Moslem mosques of India and central Asia and the great Moslem university at Cairo. Letters have been intercepted which show that the Mohammedan mind is very much exercised at the present time. In Arabia an attempt is being made to throw over the rule of the Sultan of Turkey. In Morocco it is felt that Moslem rule and authority is threatened by Germany, and in Egypt, Earl Cromer stated in an official document, there is a general feeling of unrest. With reference to India many remedies are suggested in order to stem the crisis. Loyal natives say the time has come for a native parliament such as has been established by the Shah in Persia. British officials in India move in a very narrow circle and consequently resist any attempt to give the natives an opportunity of expressing their feelings. They seem to forget that not only the jury system but the parliamentary system is common to the East. It has always been customary to settle matters by a "Panchayat," or jury of five, and Eastern monarchs, both before and after Akbar, the Great, have called into their council representatives of various tribes. The Amir of Afghanistan has a council of this character at the present time, and the "Jargah," or deputation of frontier tribes of which we so frequently read, is nothing but a representative assembly. Among the wild tribes of central Asia the "gray-beards" or assembly of elders, rule, and not any absolute individual. In the opinion of

the writer, founded upon a long experience with Oriental races, the time has actually come when the Emperor of India should summon the representatives of various tribes in council. In the first instance their leaders should meet in London just as the Colonial Prime Ministers have done. It would be a splendid outlet for expressions of loyalty to England's rule and it would make a tremendous impression on the East. It would gradually lead the way for more complete representation of the cities and tribes of India. England should not lose sight of the fact that King Edward as Emperor of India is the greatest Oriental potentate who has ever existed. At the present time he rules more Moslems than any Caliph, Sultan or Amir has ruled in the long line of Mohammedan history. What Joseph Chamberlain did for the colonies John Morley should do for India—weld it together as one great Power for the building up of Great Britain's world-wide empire.

IS HONGKONG RETROGRADING?

(26th July.)

In presence of the importance of the question of the valuation of property in Hongkong which assumed such prominence before the Public Health and Buildings Ordinance Commission, the assessment report for the year 1907-1908, which was laid before the Legislative Council this afternoon, is of more than ordinary interest. For a number of years the report which the Assessor has had to present to the public has shown a continuity in the progressive development not only of the city of Victoria but also of the outlying villages and of the important townships of Kowloon and Yau-mat. But the report now under notice furnishes a break in the pleasing continuity which we have been accustomed to. Taking the Colony as a whole, as compared with the preceding valuation, that for the current year amounts to \$10,654,338, against \$10,930,273, being a total decrease of \$275,935, the whole amount being set against the city of Victoria, whereas the Hill District and villages in Hongkong, Kowloon Point and Kowloon villages are returned with increases amounting to \$29,557 and \$9,808, respectively. The assessed value of properties for rateable purposes in the Hill District and Hongkong villages is \$537,586, and that of Kowloon Point and Kowloon villages \$1,224,547. It will thus be seen that, deducting the increases assigned as above, there is a total net decrease in the rateable value of properties in the Colony of \$275,935 or a percentage of 2.52 as compared with the valuation for last year. New Kowloon shows a remarkable increase of 58.83 per cent, the comparative figures for the two years being \$38,930 and \$61,235. Whether the prosperity of the City of Victoria had reached its zenith as some people contend and the fulcrum of future development of the Colony shifted over to Kowloon; or whether, as the witnesses before the Sanitary Commission argue, the enforcement of the Public Health Ordinance had materially reduced the value of Chinese tenement houses in Hongkong, there is nothing in the bare report of Mr. Assessor Chapman to lead one to a satisfactory deduction. The fact, nevertheless, remains that, so far as rents are concerned, properties (whether European or Chinese is not stated) have depreciated in value, with the consequential result that in the forthcoming budget which our new Governor will have to present to the Council in September yet another item of revenue promises to show a reduction in amount. The outlook is certainly not pleasing to contemplate especially when it is considered that the mainstay of the Colony's receipts, namely, the Opium Revenue, is threatened with extinction at any moment. Moreover, by a fatuous policy of the so-called holders of the public purse strings of the Colony in the Legislative Council, the taxpayers are mulcted for the next three years in a sum approximating \$100,000 per annum for treble exchange compensation to sterling-paid officials in the Government Service. Sir Frederick Lugard succeeds his predecessor at a moment when the financial outlook of the Colony is in anything but a rosy condition, and if our new Governor should succeed in staving off extra taxation he will deserve well of the Colony for one of the first public acts which we venture to think, will have to receive his earliest consideration.

ECHO OF THE TYPHOON.

"HOI PO" v. "STANFIELD."

His Honour the Chief Justice delivered judgment in the case of *Che Wo versus the Fumigation and Disinfecting Bureau*. It will be remembered that on Typhoon Day the hulk *Stanfield*, used as a fumigating station by the plaintiff Bureau, founded, On the 26th October the steam launch *Hoi Po* struck the wreck and was damaged to such an extent that she had to be docked and her bows practically rebuilt. His Honour held that the light was not burning, but had been alight, as testified to by independent witnesses, earlier in the evening. As regards the question of contributory negligence the evidence went to show there was such on the part of the people in the *Hoi Po*. His Honour gave judgment for the defendants with costs. Sir Henry Berkeley: My Lord, both to blame, then each party surely should pay his own costs. His Honour: Oh, no; I think they must stand as they are. Sir Henry: As your Lordship please.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.
MR. CHUNG WENG KIWONG
OF CANTON CHRISTIAN COLLEGE

RELEASED.

[From a Correspondent.]

Tientsin, 20th July,
1.25 a.m.

Chung, of the Canton Christian College, is now released.

[The news of the release of Mr. Chung Weng Kiwong, of the Canton Christian College, will be received with general satisfaction in Canton where Mr. Chung is well known. The arrest of Mr. Chung was effected by orders from Viceroy Yuan Shi Kai. The details of the arrest were communicated in the *Hongkong Telegraph* in a letter from Tientsin by Dr. O. F. Wiener, principal of the Canton College, on the 21st ult., and are as follows:—

On Monday night, in obedience to a telegraphic order from H. E. Viceroy Yuan, a distinguished Cantonese scholar, named Chung, was arrested by the police in Pao-ling-fu, where he was spending a few days en route from Peking to Hankow and the south.

It seems that Mr. Chung, who has for many years, together with many of his provincials in the north, discarded the queue and adopted foreign costume, has been visiting the schools of Tientsin, Peking and Pao-ling-fu in search of excellences in the educational system of the north which could, to advantage, be adopted in the south, and has excited the suspicion of the authorities in so doing.

Dr. Wiener, President of the Ling Nam College, Canton, in which Mr. Chung has for eight years been the professor of the Chinese language, has been his associate in this tour of the leading schools of the province, and expresses his full confidence, based on the constant intercourse of these years, that Mr. Chung is innocent of complicity in revolutionary propaganda, and that official examination of his effects will demonstrate this. —Ed., H.K.T.]

SIR FREDERICK LUGARD.

ARRIVAL AT SHANGHAI.

EWING GUEST.

[From Our Own Correspondent.]

Shanghai, 25th July,
3.25 p.m.

Sir Frederick and Lady Lugard arrived here to-day.

The distinguished guests are entertained by Mr. D. Landale, senior representative in Shanghai, of Messrs. Jardine, Matheson & Co., Ltd.

DEPARTURE FROM LONDON.

Sir Frederick Lugard, the new Governor of Hongkong, accompanied by Lady Lugard and Miss Brackenbury, left London at noon on 21st ult. for Hongkong, travelling from Euston by the boat-train express to Liverpool, to embark on the steamship *Victoria*, of the Allan Line. Among those present at the station were Sir Matthew Nathan, late Governor, Lady St. Helier, Mr. Emmott (Deputy-Speaker), Mr. Gilmore, the Minister of Education, Mr. Chalmers, the Minister of the North Nigeria Protectorate. The Colonial Office was represented by Mr. Lobb and Mr. Lucas. Lady Lugard received several bouquets from the ladies present, and cheers were given as the train steamed out of the station.

VICEROYS SERIOUSLY ILL.

T. E. CHOW FU AND YUAN SHIH-KAI.

[From Our Own Correspondent.]

Shanghai, 26th July,
2.50 p.m.

Their Excellencies Chow Fu, ex-Viceroy of Liang Kwang; and Yuan Shih-kai, Viceroy of Chihli, are both reported to be seriously ill.

CLAIM FOR PARTNERSHIP ACCOUNTS.

"A VEXATIOUS CLAIM."

At the Supreme Court this afternoon, before His Honour the Chief Justice, presiding in Summary Jurisdiction, the case was heard of Mok Iu Tong, alias Yee On Tong, and others against So Lai Tung, alias So Kwai Sing Tong, and others.

This was a claim for a partnership account. Sir Henry Berkeley, K.C., instructed by Mr. O. D. Thomson, appeared for the plaintiffs. Messrs. Wilkinson and Grist had entered appearance for the defendants and filed a defence in which they said that this was a vexatious and oppressive action as the plaintiffs could have got all they wanted by other channels at far less cost.

Messrs. Wilkinson and Grist no longer being instructed, and no one appearing on behalf of the defendants, Sir Henry opened his case.

Sir Henry said that the plaintiff Mok Iu Tong was a partner in business at Prince's Buildings and the other plaintiffs were traders in Hongkong and Canton, the defendants being exactly the same except Chen, Shau Shan who was now cook on the s.s. *Zafra*.

Since 1900 the plaintiffs and defendants carried on business in co-partnership under the name of the Kwong Hong Chung firm, at No. 20, Wing Wo Street, the original capital being \$1,750. In 1904, when the affairs of the firm were investigated it was found that the whole of the capital was lost, and that the firm was insolvent, with liabilities exceeding \$34,000. A meeting of creditors was held and they agreed to accept \$17,791, whereof \$10,814 had been paid to them. Of this sum the defendant, Ng Kim Sang, contributed \$1,500 and Woon Koon Shik \$500, and Mok Iu Tong contributed \$2,000, but none of these have contributed as much as is due from them, and the other defendants have not contributed anything. No business has been carried on by the firm since August, 1904, as the said business could only be carried on at a loss. The plaintiffs therefore claimed a declaration that the partnership was dissolved, and that a partnership account might be taken and whatever sum found due paid to them.

The first plaintiff Mok Iu Tong was called and proved the above statements.

His Honour: You can take your order, Sir Henry.

The Court adjourned sine die.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Officer Administering the Government, Mr. F. J. May, C.M.G., His Excellency the Officer Commanding the Troops (Major General Broadwood, C.B.), Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Mr. C. Mel. Messer (Colonial Treasurer), Hon. Mr. H. H. J. Gampier (Attorney General), Hon. Mr. F. J. Buley (Captain Superintendent of Police), Hon. Mr. W. Chatham (Director of Public Works), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. E. Osborne, Hon. Mr. Wei Yuk and Mr. A. G. M. Fletcher (Clerk of Council).

ABSENT: Hon. Mr. A. W. Brewin (Registrar General), Hon. Mr. H. E. Pollock, K.C., Hon. Mr. E. A. Hewitt.

MINUTES. The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES. The Colonial Secretary laid on the table Financial Minutes Nos. 3, 34 and 35.

It was agreed that they be referred to the Finance Committee.

PAPERS. The Colonial Secretary laid on the table the following paper:—

Report on the Assessment for the year 1907-1908.

FIRE AND LIFE INSURANCE COMPANIES. The Attorney General moved the third reading of the Bill entitled an Ordinance relating to Fire and Life Insurance Companies. He stated that the intention was to bring the law of Hongkong into line with that of England.

The Bill was read a third time and passed. The Council adjourned sine die.

FINANCE COMMITTEE. A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was unanimously agreed that the following minutes be recommended for adoption by the Council:—

A sum of four hundred and thirty dollars in aid of the vote, Harbour Master's Department, G-lighthouses, Gap Rock Lighthouse, other charges, gunpowder charges, and tubes for fog signalling guns.

NEW ROADS. A sum of four thousand one hundred and twelve dollars in aid of the vote, Public Works extraordinary, communications, new roads in Victoria, extension east and west of Conduit Road.

POSTAL AGENCIES. A sum of four hundred and sixty-seven dollars in aid of the vote, Post Office, B—Postal Agencies, in China, Swatow, other charges, incidental expenses.

This was all the business.

PRIVY COUNCIL APPEAL.

MOTION FOR LEAVE.

At the Supreme Court this morning before His Honour the Chief Justice, presiding in Appellate Jurisdiction, Mr. H. E. Pollock, K.C., moved for leave to appeal to His Most Gracious Majesty in Council from a decision of this Court, dated 19th June 1907, made in the suit of Long Kee versus Ng Wai dismissing appellants' appeal against that portion of the judgment of His Honour the Chief Justice, delivered on 27th June, 1907, directing that the appellants do not recover the costs of and incidental to the action, but that the respondent do recover such costs.

The appellants undertake to comply with the provisions of the Instructions of 1st January, 1906, concerning appeals to the Privy Council.

Mr. Pollock briefly reviewed this case which, it will be remembered, arose out of a mortgage which was alleged to have been executed by Long Kee in Hongkong, at a time when it was proved that he was then in Australia; and knew nothing about the mortgage until after his arrival in Hongkong, when he received an incoherent letter from Ng Wai solicitors requesting repayment of the capital and interest on the mortgage, and filed a foreclosure. He then found that the title deeds of the mortgaged property which he had left with his wife in Canton had been stolen.

The Chief Justice said: But will the costs cover the amount necessary for an appeal to the Privy Council?

Mr. Pollock: We cannot possibly say till the bills are made out and taxed. But our costs alone will amount to over \$4,000.

The Chief Justice: Of course you have a right to appeal. But in a case if judgment were delivered for each party should pay their own costs you would scarcely appeal?

Mr. Pollock: I contend that we would, my Lord.

Mr. Slade then submitted that the Court had no jurisdiction, as by the additional Instructions to Hongkong regarding leave to appeal to the Privy Council there can be no appeal unless the matter at issue exceeds \$10,000, and that, or more, and quoted authorities to support his statement that the Privy Council would not entertain the appeal.

Mr. Pollock contended that the Court had jurisdiction, and that the question whether the Privy Council would entertain the appeal did not concern the Court. The amount at issue would exceed \$10,000.

His Honour said the costs should be taxed after reviewing the facts as already recorded. The Full Bench adjourned sine die.

THE INFANT MORTGAGOR.

This morning at the Supreme Court, His Honour the Chief Justice, presiding in Original Jurisdiction, delivered judgment in the case of Li Leung versus Tam Man Hing. In this case the plaintiff claimed that he was entitled to an order for the redemption of a mortgage of \$10,000. When pressed for repayment he sued to have the mortgage set aside stating that he was an infant had been coerced into executing the mortgage.

His Honour said that there was no doubt that the plaintiff fell among thieves, and was by them led into the pail of vice and dissipation, but like other infants he appeared to want to eat his cake and have it.

After reviewing the facts as already recorded in these columns, and the authorities cited on behalf of both sides, his Honour said the most he could do would be to order the delivery up by the defendant to the plaintiff of the mortgage of mortgage, the subject matter of the suit upon payment by the plaintiff of the sum of \$10,000. In the event of the \$10,000 not being paid then this action would be considered as dismissed. As regards the costs, his Honour said that defendant's wife was mainly responsible in the matter and ordered her to pay the costs.

In the second case, Li Leung versus Li Ki Mon his Honour made a similar order, except as to costs, and reserved that point.

SIR FREDERICK LUGARD.

ARRANGEMENTS ON ARRIVAL.

FOR SUNDAY AND MONDAY.

The official programme of arrangements on the arrival of His Excellency Sir F. D. Lugard, K.C.M.G., C.B., D.S.O., is as follows:—

SUNDAY, 28TH JULY, 1907.

The s.s. *Empress of Japan* will be met by the Harbour Master in the launch *Victoria*.

His Excellency will land at Blake Pier at 10.00 a.m.

Artillery salute on landing.

Guard of Honour at landing place.

Received on the pier by His Excellency the Officer Administering the Government.

Introductions of General and Military Officers; Commodore and Naval Officers; Members of Councils and Foreign Consular Representatives.

(Note:—After introduction to General and before introductions to Officers, the Guard of Honour will be inspected.)

Proceed to Tram Station for "Mountain Lodge" escorted by Mounted Troop. Route lined by Troops and Volunteers.

MONDAY, 29TH JULY, 1907.

10.00 a.m. proceed to Council Chamber, route lined by Police.

Guard of Honour at the Government offices.

Members of Councils, leading officials and others present.

The Chief Justice reads the Commission, and administers the oaths of office.

Guard of Honour salutes and the Band plays six bars of the National Anthem.

Artillery salute.

Inspection of Guard of Honour.

Leave for Government House (or "Mountain Lodge"). Route lined by Police.

MILITARY ARRANGEMENTS.

The military arrangements are as follows:—Troops will line the streets, strengths and positions in accordance with plan issued to those concerned and will be in position by 9.30 a.m. Dress—Review Order—Khaki.

A Guard of Honour of the 3rd Middlesex Regiment in accordance with para 641 King's Regulations will be formed up on Blake Pier at 9.45 a.m. to receive His Excellency.

A salute of 17 guns will be fired in conjunction with the Royal Navy at time of landing.

The Mounted Troop, H.K.V.C., will act as escort and will be formed up in Connaught Road, east of the entrance to Blake Pier, at 9.45 a.m.

Staff Officers and Commanding Officers will meet the General Officer Commanding on Blake Pier at 9.45 a.m., 28th instant. Dress—Review Order—White.

Troops will march to quarters on the "Dismas" being sounded.

A Guard of Honour of the Royal Garrison Artillery in accordance with para 641 King's Regulations, with Band of the 1st Infantry will be formed up outside the West Front of the Civil Government Offices at 9.45 a.m. on Monday, 29th instant, on the occasion of His Excellency taking the Oath of Office.

On the proclamation being read the Guard will present Arms and the Band will play six bars of the National Anthem. The C.R.A. will arrange that a Salute of 17 Guns be fired at the same time.

THE KOREAN IMPASSE.

HOW THE EMPEROR ABDICATED.

The following telegrams are from the *N. C. D. News*:—

Tokio, July 19.

Yielding to the Emperor's repeated summons, the Emperor abdicated in favour of his son, Prince Yoshihito, on July 17th, 1907.

The Emperor's abdication was announced by the Emperor's abdication. Last night the Emperor summoned the Korean Elder Statesmen to a consultation. Afterwards, at a joint audience of Elder Statesmen and Ministers, the Emperor consented to the proposed abdication.

The ceremony of abdication was to take place early in the morning, and at ten o'clock a Rescript was to be issued announcing the accession of the Crown Prince of Korea.

The abdication of the Emperor of Korea was delayed, but finally completed yesterday. The Emperor's abdication was announced by the Emperor's abdication. Last night the Emperor summoned the Korean Elder Statesmen to a consultation. Afterwards, at a joint audience of Elder Statesmen and Ministers, the Emperor consented to the proposed abdication.

The ceremony of abdication was to take place early in the morning, and at ten o'clock a Rescript was to be issued announcing the accession of the Crown Prince of Korea.

The abdication of the Emperor of Korea was delayed, but finally completed yesterday. The Emperor's abdication was announced by the Emperor's abdication. Last night the Emperor summoned the Korean Elder Statesmen to a consultation. Afterwards, at a joint audience of Elder Statesmen and Ministers, the Emperor consented to the proposed abdication.

The ceremony of abdication was to take place early in the morning, and at ten o'clock a Rescript was to be issued announcing the accession of the Crown Prince of Korea.

The abdication of the Emperor of Korea was delayed, but finally completed yesterday. The Emperor's abdication was announced by the Emperor's abdication. Last night the Emperor summoned the Korean Elder Statesmen to a consultation. Afterwards, at a joint audience of Elder Statesmen and Ministers, the Emperor consented to the proposed abdication.

The ceremony of abdication was to take place early in the morning, and at ten o'clock a Rescript was to be issued announcing the accession of the Crown Prince of Korea.

The abdication of the Emperor of Korea was delayed, but finally completed yesterday. The Emperor's abdication was announced by the Emperor's abdication. Last night the Emperor summoned the Korean Elder Statesmen to a consultation. Afterwards, at a joint audience of Elder Statesmen and Ministers, the Emperor consented to the proposed abdication.

The ceremony of abdication was to take place early in the morning, and at ten o'clock a Rescript was to be issued announcing the accession of the Crown Prince of Korea.

The abdication of the Emperor of Korea was delayed, but finally completed yesterday. The Emperor's abdication was announced by the Emperor's abdication. Last night the Emperor summoned the Korean Elder Statesmen to a consultation. Afterwards, at a joint audience of Elder Statesmen and Ministers, the Emperor consented to the proposed abdication.

BREACH OF CONTRACT.

STANDARD OIL CO. SUED.

At the Supreme Court this morning, Mr. M. W. Slade, instructed by Mr. G. A. Hastings, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, the Chief Justice, presiding in Original Jurisdiction, for the plaintiffs in the case of Lau Yeng Wood and Lam Choy against the Standard Oil Company, suing for cost and price of labour on an uncompleted contract, in which certain questions arose for which a special case was rendered necessary.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Atkinson, of Messrs. Dawson, Lockyer and Deacon, appeared for the defendant company.

Mr. Slade said this was a special case arising out of an action for work done and material supplied by the plaintiffs for and on behalf of the defendant company under a contract dated 3rd April, 1905. In that action defendants applied for a stay of proceedings in order that the matter might be submitted to arbitration.

Mr. Slade was proceeding to enter into the history of the action, when

Mr. Pollock: I don't know what my learned friend is going on these preliminary excursions for they are quite irregular. This is a special case, and the object of a special case was to submit certain documents to the Court, and then, after hearing arguments as to the legal aspect of the case, to ask the Court to answer certain questions on points of law. The special case was as follows:—

For the purpose of the argument of this special case it is assumed:—

(1) That the plaintiff by a contract in writing dated April 3, 1905, and made between the plaintiffs and the defendants (a copy of which together with the specifications and conditions therewith incorporated is exhibited and the declaration of the plaintiff Lau Yeng Wood filed in this Court on March 8, 1907) agreed to construct for the defendants a certain work.

(2) That the plaintiffs in pursuance of the said contract entered on the site and did certain work and remained on the site until January 5, 1907.

(3) That on January 25, 1907, the said work was not completed.

(4) That on January 18, 1907, Christopher Boswood Thomas, assistant to Mr. William Danby, the Engineer named in the said contract, acting for and on behalf of the defendants, gave the plaintiff a notice of that date, a copy of which is hereto annexed.

(Mr. Thomas gave plaintiffs notice that unless they employed not less than 250 men continually on the work from that date and proceeded with all proper expedition he would on January 25th take the works wholly out of their hands and if necessary expel plaintiffs and their workmen from the works.)

(The plaintiffs did not comply with the terms of the said notice and on January 25, 1907, the said C. B. Thomas, acting for and on behalf of the defendants, gave the notice of that date, a copy of which is hereto annexed.

(Mr. Thomas ordered plaintiffs to suspend work as the principals were about to enter upon and take possession of the site and works and all plant and material thereon. Mr. Thomas pointed out that such a course would not effect any of the obligations, liabilities and responsibilities incurred by plaintiff by entering into the contract.)

(5) That on January 25, 1907, the said contract was taken out of the plaintiffs' hands by defendants and the defendants have possession of the plant on the said works.

(6) That on January 26, 1907, the plaintiffs through their solicitors sent to the defendants and the defendants received a letter of that date a copy of which is hereto annexed.

(The plaintiffs were informed that the works would be resumed on January 26th in order to ascertain the value of the work already done and that of the work completed. Plaintiffs' solicitors replied protesting against the action taken by defendants as being wholly illegal and unjustifiable as they were ready and willing to carry the works to a conclusion and as the time fixed for the completion of the contract had not expired.)

(7) That on February 7, 1907, the plaintiffs through their solicitors sent to the defendants and the defendants received the letter of that date a copy of which is hereto annexed.

(In this letter plaintiffs' solicitors gave notice that as their clients had been improperly ejected from the works at Lanchow and were prevented from carrying out the contract of April 3rd, 1905, they gave notice that such contract was rescinded and wholly and entirely, plaintiffs holding defendants liable in damages for breach of the said contract.)

(The question for the opinion of the Court is (1) Did the said letter of the plaintiffs' solicitors to the defendants of February 7 have the effect of rescinding in any way the contract between plaintiffs and defendants which is referred to in such letter; (2) If the answer to question 1 is in the affirmative, did the said letter have the effect of rescinding the said contract; (3) If the answer to question 2 is in the affirmative, did the said letter have the effect of rescinding the said contract; (4) If the answer to question 3 is in the affirmative, did the said letter have the effect of rescinding the said contract; (5) If the answer to question 4 is in the affirmative, did the said letter have the effect of rescinding the said contract; (6) If the answer to question 5 is in the affirmative, did the said letter have the effect of rescinding the said contract; (7) If the answer to question 6 is in the affirmative, did the said letter have the effect of rescinding the said contract; (8) If the answer to question 7 is in the affirmative, did the said letter have the effect of rescinding the said contract; (9) If the answer to question 8 is in the affirmative, did the said letter have the effect of rescinding the said contract; (10) If the answer to question 9 is in the affirmative, did the said letter have the effect of rescinding the said contract; (11) If the answer to question 10 is in the affirmative, did the said letter have the effect of rescinding the said contract; (12) If the answer to question 11 is in the affirmative, did the said letter have the effect of rescinding the said contract; (13) If the answer to question 12 is in the affirmative, did the said letter have the effect of rescinding the said contract; (14) If the answer to question 13 is in the affirmative, did the said letter have the effect of rescinding the said contract; (15) If the answer to question 14 is in the affirmative, did the said letter have the effect of rescinding the said contract; (16) If the answer to question 15 is in the affirmative, did the said letter have the effect of rescinding the said contract; (17) If the answer to question 16 is in the affirmative, did the said letter have the effect of rescinding the said contract; (18) If the answer to question 17 is in the affirmative, did the said letter have the effect of rescinding the said contract; (19) If the answer to question 18 is in the affirmative, did the said letter have the effect of rescinding the said contract; (20) If the answer to question 19 is in the affirmative, did the said letter have the effect of rescinding the said contract; (21) If the answer to question 20 is in the affirmative, did the said letter have the effect of rescinding the said contract; (22) If the answer to question 21 is in the affirmative, did the said letter have the effect of rescinding the said contract; (23) If the answer to question 22 is in the affirmative, did the said letter have the effect of rescinding the said contract; (24) If the answer to question 23 is in the affirmative, did the said letter have the effect of rescinding the said contract; (25) If the answer to question 24 is in the affirmative, did the said letter have the effect of rescinding the said contract; (26) If the answer to question 25 is in the affirmative, did the said letter have the effect of rescinding the said contract; (27) If the answer to question 26 is in the affirmative, did the said letter have the effect of rescinding the said contract; (28) If the answer to question 27 is in the affirmative, did the said letter have the effect of rescinding the said contract; (29) If the answer to question 28 is in the affirmative, did the said letter have the effect of rescinding the said contract; (30) If the answer to question 29 is in the affirmative, did the said letter have the effect of rescinding the said contract; (31) If the answer to question 30 is in the affirmative, did the said letter have the effect of rescinding the said contract; (32) If the answer to question 31 is in the affirmative, did the said letter have the effect of rescinding the said contract; (33) If the answer to question 32 is in the affirmative, did the said letter have the effect of rescinding the said contract; (34) If the answer to question 33 is in the affirmative, did the said letter have the effect of rescinding the said contract; (35) If the answer to question 34 is in the affirmative, did the said letter have the effect of rescinding the said contract; (36) If the answer to question 35 is in the affirmative, did the said letter have the effect of rescinding the said contract; (37) If the answer to question 36 is in the affirmative, did the said letter have the effect of rescinding the said contract; (38) If the answer to question 37 is in the affirmative, did the said letter have the effect of rescinding the said contract; (39) If the answer to question 38 is in the affirmative, did the said letter have the effect of rescinding the said contract; (40) If the answer to question 39 is in the affirmative, did the said letter have the effect of rescinding the said contract; (41) If the answer to question 40 is in the affirmative, did the said letter have the effect of rescinding the said contract; (42) If the answer to question 41 is in the affirmative, did the said letter have the effect of rescinding the said contract; (43) If the answer to question 42 is in the affirmative, did the said letter have the effect of rescinding the said contract; (44) If the answer to question 43 is in the affirmative, did the said letter have the effect of rescinding the said contract; (45) If the answer to question 44 is in the affirmative, did the said letter have the effect of rescinding the said contract; (46) If the answer to question 45 is in the affirmative, did the said letter have the effect of rescinding the said contract; (47) If the answer to question 46 is in the affirmative, did the said letter have the effect of rescinding the said contract; (48) If the answer to question 47 is in the affirmative, did the said letter have the effect of rescinding the said contract; (49) If the answer to question 48 is in the affirmative, did the said letter have the effect of rescinding the said contract; (50) If the answer to question 49 is in the affirmative, did the said letter have the effect of rescinding the said contract; (51) If the answer to question 50 is in the affirmative, did the said letter have the effect of rescinding the said contract; (52) If the answer to question 51 is in the affirmative, did the said letter have the effect of rescinding the said contract; (53) If the answer to question 52 is in the affirmative, did the said letter have the effect of rescinding the said contract; (54) If the answer to question 53 is in the affirmative, did the said letter have the effect of rescinding the said contract; (55) If the answer to question 54 is in the affirmative, did the said letter have the effect of rescinding the said contract; (56) If the answer to question 55 is in the affirmative, did the said letter have the effect of rescinding the said contract; (57) If the answer to question 56 is in the affirmative, did the said letter have the effect of rescinding the said contract; (58) If the answer to question 57 is in the affirmative, did the said letter have the effect of rescinding the said contract; (59) If the answer to question 58 is in the affirmative, did the said letter have the effect of rescinding the said contract; (60) If the answer to question 59 is in the affirmative, did the said letter have the effect of rescinding the said contract; (61) If the answer to question 60 is in the affirmative, did the said letter have the effect of rescinding the said contract; (62) If the answer to question 61 is in the affirmative, did the said letter have the effect of rescinding the said contract; (63) If the answer to question 62 is in the affirmative, did the said letter have the effect of rescinding the said contract; (64) If the answer to question 63 is in the affirmative, did the said letter have the effect of rescinding the said contract; (65) If the answer to question 64 is in the affirmative, did the said letter have the effect of rescinding the said contract; (66) If the answer to question 65 is in the affirmative, did the said letter have the effect of rescinding the said contract; (67) If the answer to question 66 is in the affirmative, did the said letter have the effect of rescinding the said contract; (68) If the answer to question 67 is in the affirmative, did the said letter have the effect of rescinding the said contract; (69) If the answer to question 68 is in the affirmative, did the said letter have the effect of rescinding the said contract; (70) If the answer to question 69 is in the affirmative, did the said letter have the effect of rescinding the said contract; (71) If the answer to question 70 is in the affirmative, did the said letter have the effect of rescinding the said contract; (72) If the answer to question 71 is in the affirmative, did the said letter have the effect of rescinding the said contract; (73) If the answer to question 72 is in the affirmative, did the said letter have the effect of rescinding the said contract; (74) If the answer to question 73 is in the affirmative, did the said letter have the effect of rescinding the said contract; (75) If the answer to question 74 is in the affirmative, did the said letter have the effect of rescinding the said contract; (76) If the answer to question 75 is in the affirmative, did the said letter have the effect of rescinding the said contract; (77) If the answer to question 76 is in the affirmative, did the said letter have the effect of rescinding the said contract; (78) If the answer to question 77 is in the affirmative, did the said letter have the effect of rescinding the said contract; (79) If the answer to question 78 is in the affirmative, did the said letter have the effect of rescinding the said contract; (80) If the answer to question 79 is in the affirmative, did the said letter have the effect of rescinding the said contract; (81) If the answer to question 80 is in the affirmative, did the said letter have the effect of rescinding the said contract; (82) If the answer to question 81 is in the affirmative, did the said letter have the effect of rescinding the said contract; (83) If the answer to question 82 is in the affirmative, did the said letter have the effect of rescinding the said contract; (84) If the answer to question 83 is in the affirmative, did the said letter have the effect of rescinding the said contract; (85) If the answer to question 84 is in the affirmative, did the said letter have the effect of rescinding the said contract; (86) If the answer to question 85 is in the affirmative, did the said letter have the effect of rescinding the said contract; (87) If the answer to question 8

HONGKONG
—◆—
ITS MARVELLOUS DEVELOPMENT.

Whatever may be the conditions of the moment, the future is always coming, whether business is good or bad, or indifferent; we may always remember the words of Dr. Etzel in his "History of the Colony of Hongkong." This was published in 1855; but what the learned doctor, who had then been a resident in the colony for so many years, wrote then is equally applicable to many years, and we hope may be so in the future. He states that it requires no prophetic gift to predict that the policies of the near future centre in the East.

Contests will be sure to arise, and in these contests, Hongkong will be one of the stations most important for the general strength of the British Empire.

ere will themselves honestly move in the matter, they will assist her. It may be taken for certain that no British Government would sanction the continuance of the opium in the British Colonies except China and India. It ceased to be the poppy, and assuredly the Liberal or Radical Government would do China may, or may not, be honest in her endeavours to stamp out opium smoking, as shall know in due time, but the possible danger threatening so considerable a source of revenue to Hongkong is one that should not be overlooked. Fresh sources of revenue should be sought for and marked down in due time. The estimates for 1907 show revenue at, roughly, six millions and a half of dollars; a deduction of nearly \$1,000,000 on the estimate for 1905; whilst expenditure is set down at \$6,430,000, against \$7,056,000 for 1905. Under these circumstances nothing very important is attempted beyond continuing the considerable expenditure on waterworks already sanctioned in progress. Though the figures are somewhat down for the current year, the Colony's finances may be generally said to be in good fettle, whilst its public debt of £1,000,000 amounts to roughly £1,500,000. This is

ed to me that the time has now arrived when greater facilities should be extended in the educational way on behalf of white children. The numbers have greatly increased, and at the same time the parents have not the same financial ability that they possessed in days gone by to send their progeny, home for education. And their position is so painful, and if exchange has moved up the hill, it is still more so. The burden of the education of the mixed race bears more heavily on many classes of the community. The matter was even mentioned to me in Manila, whence a certain number of children are sent for purposes, of education to Hongkong. This, of course, may be merely a desire to get advantages near by, but would only be derived from sending children home. At the same time, conditions of life and residence, and the consequently increasing difficulties of sending children home, seem to me that the time having arrived when something more might be done, for the white population than can be obtained at existing institutions.

A matter that has caused a good deal of attention has been the doings of the Sanitary Board and the resultant species of Royal Commission appointed to inquire into its proceedings and working. The report had been sent in long previous to my leaving the Colony, but it had not been made public. The inquiry involved a great number of sittings and the examination of a large number of witnesses. Judging by the little that has leaked out concerning the report it would seem, if the recommendations of the Royal Commission are to be followed, that fresh legislation is foreshadowed. Considering the number of building ordinances and sanitary laws that have been passed, this would seem to be unfortunate, even if necessary. Be that as it may, the effect of the Commission has been startling in other ways. It has resulted in the dismissal of 66 employees of the Sanitary Board being dismissed. The Commission was appointed to inquire into the corruption alleged to exist. The names so recorded in the pages of the Government Gazette of officers suspended and dismissed for corruption would certainly seem to be a justification for the appointment of the Commission. By the considerable section of the community which is in unison with the work of the Commission, as far as it can be known, it is hoped that the result will be to bestow further powers on the Sanitary Board, and by making it supreme as far as administrative powers are concerned, without creating a municipality would practically extinguish the Sanitary Department. Of course it may be said that the report only gives one side of the matter and that it is intended to drive the Hongkong people home on it. It may be that Hongkong is better off under its present form of government for municipal affairs than it would be under a municipality. There is no evidence to show, however, that Hongkong is less able to look after its concerns in this way than, say, Shanghai or Singapore, where there have a free hand in such matters.

Considering the comparatively recent occurrence of the disastrous typhoon of last year the evidences of wreckage at the time I write—April—were few. Wharves destroyed were still replaced with only temporary bamboo erections, the *Apoirade* still showed on the top of Stonecutter's Island, the *Phanix* had been sold, and was being dismantled, and the destroyer *Froude* was complete, and arsen again and some other reminders of the extent of the loss to property remained. But much shipping had already been raised, repaired, and was at work again within six months, and other reparations had been carried out. There was enough to show the extensiveness of the destruction, and to remind one of the loss of life that had unfortunately occurred. The relief fund, that was raised was closed, its account during the period of my visit. The sum of \$280,000 had been privately contributed, which may be considered an excellent contribution received from the King of Siam, much appreciated, but was not merged in the fund, but will be utilised to erect a monument to the French sailors who were drowned in the typhoon.

THE KOWLOON RAILWAY.

Work on the Kowloon section of the line that runs from the peninsula actively to Victoria to Canton has been progressing for some time. The whole line within the territory is about 21 miles in length, running through rather broken country; what the French would term *accidenté*. A tunnel about 1½ mile has to be constructed through the main range, and is a fairly formidable piece of work. A shaft has been sunk near either terminus; between the two shafts roughly one mile has to be tunnelled through tolerably hard granite all the way. The shafts give four faces to work on, instead of two, and will lessen the difficulties. The tunnel is for single line traffic, but the ordinary man will be puzzled on what the traffic should be. It seems wrong. Financial reasons, I understand, are the cause of the double line not being provided for. There are now about 1,000 men on the various works—tunnelling, embanking, and making bridge foundations. The tunnel is expected to take three years at least to complete, and it was the earnest wish of the ex-Governor, Sir Matthew Nathan, to see the conclusion of the work before his term of office expired. His removal to Natal will prevent his participating in this conclusion—one thing judging from the keenness his Excellency displayed in the work, would have been dear to him. The three years necessary to complete the tunnel will give time for the Chinese portion of the line from the Kowloon frontier station to Canton to be constructed. The loan agreement has already been signed with the British and Chinese Corporation, and the money had been raised in London. Work has to be started within eight months of the signature of the contract. The portion of the line should not be difficult to construct, but there will be a certain amount of bridge work, and notably a fair sized bridge to cross the Tungking (East River). I may note that the terminus at the Kowloon end will be on reclaimed land in Hinghong Bay, opposite the establishment of the Hongkong and Whampoa Dock Company.

One of the terms of the contract between the Chinese Government and the British and Chinese Kowloon Railway Corporation provides that the Viceroy and two Kwang shall arrange separately with the Canton Government regarding the Kowloon line. It may be said that the work should be worked throughout as one single undertaking, and that in this respect account must be taken of the cost of construction of the Kowloon section. Another matter that should be provided for is through communication with the Hankow line. There is a possibility of a break in Canton, as it is at present apparently contemplated by the Chinese. An electric tramway connecting the two stations will be a working machine for through traffic, which requires two extra handlings besides the cost of haulage between the two termini. Finally it will be necessary to definitely decide that there is no mistake about the British management of the line, not only during the currency of the loan by which the Chinese portion will be constructed, but the addition subsequently to that period, or the transfer of the Kowloon section may be jeopardised. These three points must be kept clearly in front to safeguard the interests of the colony, and the money it has sunk in the enterprise.

In view of the keen interest taken by the ex-Governor of Hongkong, Sir Matthew Nathan in the construction of the line, with which his Excellency has so intimately associated himself, it will be convenient to here record some regrets felt at his departure. There are no doubt that they were very keen and heartfelt. From the moment that Sir Matthew arrived in Hongkong he secured the respect, and indeed affection, in many ways of all sections of the population. His capable, energetic, and with an apparently unlimited and insatiable capacity for hard work he was leaving his mark on Hongkong and Kowloon. The railway was always remain as a memento of his too short administration, even though its completion will take place under another regime. He was a man of whom Hongkong could be, he was proud, to have at its head. The result was seen in the work of the Government officials under him the service was harmonious. By the general community of all classes was respected, and at the same time was popular. Comparisons are frequently made to the remark was too frequently made to me, he might have passed over that mark to me, but throughout the colony under his government contrasted severely with the position experienced under his predecessor. Hongkong looks forward to another good governor, a man who has already carved a name for himself, it will keep the memory of Sir Matthew as green for a long time. He has left his mark in every direction; and after the railway, the position of the Volunteer force perhaps stands out most conspicuously though in many other ways his unflagging industry will not be readily forgotten.

The considerable area of new ground recently added to the Praya extension has been practically built over only one or two small still remaining vacant plots. The big blocks of snidly wanting uniformity of style and the individualism seen from the harbour, they are all occupied, and indeed, everywhere they have been playing at the game of general post, in so far as the location of office is concerned. Jardine's old offices are, for instance, vacant, whilst the firm has moved to a large building on the front. On the first portion of the extended Praya line the Post Office is being slowly erected at the end of the Praya and Peddar-street, and the convenient site was Peddar's Wharf just in front. This had fortunately been renamed Peddar's Wharf, an historic name like Laddar's Wharf should not be allowed to disappear in this. If it is necessary that there should be a Pier, and the necessity is apparent to our few Chinese, the name might be bestowed on the Statue Pier near by, and leave the old with all its associations to pertain to the pier at the foot of Peddar-street. It has been time-honoured, and without very strong reasons should not be allowed to disappear. It is badly built, but the launch ladders and seamen's fraternity by its old name. The link of Peddar-street makes no wonder the alignment was not continued straight to the Praya. The link it is true, bringing the foot of the street at right angles to the Praya, but seeing that all the streets are thus uniformly set, it is a pity this was not continued straight, and the clock tower to plumb the street at the top. The Duke of Connaught's statue is now at the end of the street, and the foot of the street is a fine view in a marshy near the new Law Courts, but hurriedly disinterred just prior to the recent visit, Hongkong seems to be very off in the matter of statues. A recent addition is that of Sir Thor. Jackson, which faces the Hongkong and Shanghai Bank, over whose destinies he presided many years. It is erected on the rock. Praya land that pertained to the Government, generously kept as open space for the use of the public. The Statue of the Queen on the seaward side of the City Hall is the handsome building will do duty, when completed, as the new Law Courts. This was the

The new Naval Yard works are on the point of completion by the contractors, and could be turned over in a very few months if the Admiralty would definitely make up their minds as to some of the details. It is a considerable work, and has meant the reclamation of some 70 acres, including the practical enclosing of 92 acres of boat basin where there is a depth of 30 ft. and shears fitted for lifting weights on board vessels repairing. There are four cranes to lift 20 tons each, and one of the capacity of 50 tons. The new dock from which the outer construction dam has not yet been removed is a fine piece of granite faced work with cement foundations of 12 ft. to 15 ft. The walls are granite faced. There is a depth to 33 ft. on the approaching channel and entrance to the dock, which would be sufficient to take in a Dreadnought. Efficient pumping appliances

are being now erected, whilst the power house, machine and engineers' shops, boat-house, foundry and stores houses are all well under way. It is a fine piece of work, and should bring the yard well on time for modern requirements; but it is much to be regretted that this has been constructed on a plot of land. The Naval Yard, in this case, has no extension possible in the land that will be sorely needed for purposes of extending the City of Victoria. I cut it into two portions. The Hongkong public was perhaps remiss in that it did not awake to the importance of the matter until it was almost too late to stop the new scheme. At the same time, the value of the old Naval Yard would have met the whole cost of its removal to another site, and the erection of a new yard, which would, up to date in every way, have been a saving. The Government, which would have saved the sum spent on the present extension. It may likewise be pointed out that, particularly in summer time, when everything is open, the noise from the yard must considerably affect the hospitals stationed almost immediately above it, whilst life at Headquarters would be rendered almost unbearable when such work as rivetting is in progress. One is almost led to wonder whether it would not be worth while to even yet offer a bid for the property for purposes of extension, and, possibly, to stop the erection of a naval yard elsewhere. The whole area of 70 acres of reclaimed land, plus the old naval yard, would be available for building sites. It could scarcely be termed vandalism, though it might savour of extravagance—an extravagance that would probably pay for itself in the long run. It is true land at present shows a downward tendency owing to the Chinese keeping out of the market and not investing at the moment. It is a phase that will probably pass. Temporarily it is a disadvantage, whilst the Chinese are not enjoying their families, who they Chinese are so anxious to have, in Hongkong to the same extent as they did a few years ago. Other wise the Chinese remain the power they have long been in the island. They exhibit many characteristics, and one could not fail to note amongst other things, their keen appreciation of the Public Gardens.

In the matter of industries Hongkong continues to make progress. Amongst recent creations are a couple of breweries and a flour mill. The latter is situated in Junko. Its future is spoken of very highly. Certainly the fact is that its product, and if it is to flourish, it should prove successful. Great hopes are also entertained regarding the prospects of the iron mine situated in the territory beyond Kowloon. A company has been formed to work it, and very promising reports are issued which should be tested in many months have passed. A further proposed new industry is a cigarette factory, of which the land has been acquired, and the buildings are to be erected. The enterprise is being undertaken by the Orient Tobacco Company, of Manila. I did not learn what class of tobacco it was proposed to use, but, if successful, it is likely have imitators in Hongkong. Presumably climatic conditions are considered favourable for such an enterprise. Of the old industries that were carried on when I was last in the Colony seven years ago, I may briefly mention that there are two sugar refineries; that the cement works are still in operation; that the capital is not doubted and the capacity for output of Portland cement greatly increased; that there is a rope factory; that considerable small steamer boat-building industry exists in the colony; that the cotton spinning factory continues to work fairly satisfactorily; that kerosene oil godowns form a feature; the Shell Company installation at Tse-koi-tsui, and the Royal Dutch at Causeway Bay have installations, and the Standard Oil Company has followed suit by installing all the machinery and plant for refining all the oil.

immunities seen in other countries.

The remaining one of Hongkong's greatest and oldest industries, that of the docking, repairing and building of ships and vessels of all classes and dimensions. The Hongkong and Whampoa Dock Company, with its comparatively small capital of \$2,500,000, continues to keep abreast of the times. Since last seeing its keel laid, its establishment in Hungshom Bay, the new company has erected a fine new machine shop and a large, well-stalled electric drive and new tools, mangles, cranes, and other appliances. Hydraulic power is used for riveting, flanging, and bending, besides operating the capstans at the docks and some of the cranes. A power-house for electric drives and another for hydraulic power supplies almost all requirements. The premises fortunately escaped with only little damage from the typhoon, but this can be ascribed to the silting of a good deal of the creek to the east of the craft. The French destroyer *Fronde*, for example, was completely berthed out after having been sunk and damaged. In the bay were some new stern-wheelers intended for the shipping, which had recently been completed. As regards the docks, the largest, which was last extended to 556 ft. a few years ago, is to be further extended by 125 ft. The width at the entrance is 75 ft. The company has established a small, but lessor scale at Aberdeen, on the back of Hongkong Island, and at Santhuphi. Hitherto the company, owning all the docks either at the wharves or on Hongkong Island, has had virtually a monopoly of the business, though it has not met competition from Japan, Shanghai, and Singapore. The withdrawal of all the British ships of the British naval force has shown some of its work; and it is threatened with competition ere long by the new section and establishment of Messrs. Butterfield and Swire. It is as yet impossible to say what the effect of this competition may be, but viewing the figures of tonnage that Hongkong is credited with, it would seem that there should be work enough for the establishments. Certainly the Hongkong Dock Company enters the arena with plant and works well equipped to do so. The figures, by the way, are not a little low figure, but the owners of the docks are not a firm to be doubted and their credit, probably quite correctly, with a few funds and a determination to see any through that they put their heads to.

THE QUARRY BAY WORKS

It will certainly fill anyone with admiration to see what has been created at Quarry

that thing that claims attention is the fine dock, built in granite faced and lined, which has been constructed half out of the land and half built out on the reclamation. This dock is 77 ft. in length, by 83 ft. width at the head, and 100 ft. at the stern, and has a depth of 12 ft. at entrance, and 150 ft. at the head. The dock is there is 34 ft. on the side of the dock. The dock is of the new sliding type, which, when the dock is opened, slides into a recess at the side. Besides the dry dock there are three hauling up slips, one of which is 1,050 ft. on the rail by 80 ft. broad, and the other two are 980 ft. on the rail, and 60 ft. wide. Any one of these three will take 2,700 tons deadweight, which is sufficient to handle any vessel of the ordinary coaster type, and to launch the parallel beam type. The slips are constructed at right angles to and at some distance away from the head of the dock, launching into the harbour. It is intended for the construction of vessels of about 2,500 tons, which is up to the requirements of most coaster-type boats. To provide the necessary accommodation for

these docks for the pumping and power station and the accompanying machine, foundry, fitting, and other shops and accessories, a great deal of land amounting in all to some 50 acres, has been levelled or reclaimed. The necessary capital necessary for the reclamation has been secured by clearing away a hill, the site of which the lura has been converted into available flat ground. The main road proceeding eastward formerly ran through about where the centre of the dock now occurs. It has been deflected at the back of the yard. No less than 1,250,000 cubic yards of material, running about 2½ to 3 tons to the cubic yard, has been moved, and at the time of my visit about 150,000 cubic yards remained to be moved. Outside the dock, however, a temporary dam was erected, and until the water had reached a certain stage, and the dam received some support from the rear, it must have been somewhat anxious work for the engineers engaged in its construction. Much of the work has been done by contract under the direct supervision of the engineers, and one frequently saw the whole family engaged—men, women, and children—each doing something to contribute to the total earnings. At present some 3,200 workmen are employed. When complete, the full working order will probably be about 4,000 employees throughout the year. All the power used throughout the yard in the various shops will practically be electric, or for special work, such as rivetting, it will be hydraulic. To the eastward of the yard the company has taken up further land, where quarters will be erected for a large number of the men employed. They will thus be close at hand. The offices, which were expected to be completed about April, 1905, and into which the present site intended to move immediately after the completion of the building, will be parallel to the dock, at a convenient distance, and having the reclaimed wall on the sea front at a short distance on the other side. The dock and shops have been started as an adjunct to the China Navigation Company, where its vessels can be docked and repaired, and our steamers constructed. The company possesses the considerable fleet of some 60 vessels, and you cannot be long in any of the Treaty ports in China without seeing at least one vessel of the line. It has regular services also to the ports of Australia and runs a line to Hongkong, Shanghai, and Yokohama. Besides providing facilities for its own steamers the yard will be in a position to dock, repair, or construct any vessels that it can secure. It is undoubtedly a big undertaking, and is a notable increase to the industrial capacity of Hongkong.

Closely allied to the matter of docking comes the question of wharf accommodation. Hong Kong had long since to increase its storing facilities across the harbour on the Kowloon side. Shipping seems to have taken regularly to the side of the harbour, and with the prospect of the railway being completed in a few years, it has assumed greater proportions. More accommodation has been planned and more is contemplated. The Blue Funnel Company indeed has a wharf and excellent site not far from the railway terminus, where an extensive range of godowns is now in course of construction. A good deal of reclamation is constantly in progress on the Kowloon side, and godowns for storage accommodation will doubtless be provided on much of the new ground. By the way, when the Government gives leases of ground to be reclaimed, it stipulates whether the spoil is to be obtained from the Kowloon peninsula is selected, and removal makes further available sites for roads or buildings. It is done naturally, under the circumstances, at a cheap cost to the Government. The whole of the Kowloon district has greatly progressed, and with the advent of the railway its prospects of further increase would seem to be greatly augmented. At its back lies the new territory which is already opening out and developing all the time. The road right through the district to Taiaro, a distance of 18 miles, will greatly assist its development, and one may already see a fair amount of traffic passing along it. Villages and cattlemen beyond the British territory are going to appreciate it and use it as a main link to or from Hong Kong. The whole district is apparently policed and administered. There is no question, for the expenditure of money on public works, mainly in the direction of roads that would open up further sites for cultivation of vegetables and garden produce, for which there seems to be always ready market in Hongkong. The abundance of good clean-looking vegetables, fruit, and even flowers in Hongkong is remarkable, though one hardly likes to inquire into the conditions under which they were grown. Perhaps a development of cattle trade might be made, for the demand from Manila seems to be constant. It would be profitable, and at the same time provide a good cargo for freights for steamers on the Hongkong-Manila run. One could expect a good deal on the glories and possibilities of the new territory. It is being rapidly converted from the erstwhile fabled abode of dragons to the busy corner of the British Empire.

Hongkong revenues at the present time being so heavily drawn upon to provide the necessary commodity—a plentiful supply of pure water. Large works are being carried out both at Hongkong and Kowloon. On the Hongkong side the capacity of Tytam Reservoir is being made more than doubled and a further storage obtained for 2,000,000 gallons of water. This, like the previous Tytam supply, is pumped through a conduit level, is pumped through a siphon to the hills and is distributed by gravity to Victoria. The pumping station, almost at sea level and would be available in case the much larger scheme that is now in contemplation is carried out. At present the water flows from the reservoir through gravitation to the pumping station and thence pumped to the conduit level. The suggested further scheme is to enclose a considerable area at the head of Tytam Bay, for the purpose, a certain quantity of forest land would be enclosed, the reservoir wall being really in the sea. The very valuable storage capacity of about 1,000,000 gallons would thus be provided for, and

phosphorus and acquire supply...
 ample for all purposes, will not be at its
 disposal. Incidentally to the construction to
 the T'yan reservoir extension, which is on the
 the new road has been laid along the
 provided along which the pipe lines are laid
 on the pumping station. This provides a
 new walk, and as it is picturesque in character
 gives Hongkong another picnic route that
 may be reached over the Wong-nai-chong gap.
 must acknowledge the courtesy of Mr.
 Haham, the head of the Public Works
 Department of the Colony, in taking me over
 the new works, and for giving me the figures I
 am quoted.

The new networks at Kowloon are likewise considerable in extent. They are also being carried out by a Chinese contractor. As the Public Works Department has not the requisite staff to supervise these works, as well as the Tytam' works and the current work of the department, the Kowloon scheme is being supervised by Messrs. Denison, Ramsay and Gibbs. Mr. Gibbs, who kindly showed me over the works, was himself in the Public Works Department when the Kowloon scheme was drawn up, so that he was familiar with the requirements. Kowloon had a supply that was raised by pumping, to a small hill at the rear of the town. The recent growth of buildings and of the population has been so rapid that it has quite outrun the supply. The new works provide an adequate quantity for probably all developments in the Peninsula town for some time to come. The supply which is drawn from the back of the main range of hills across the peninsula will be entirely by gravitation, the water passing through a short tunnel in the hills and then being distributed to the towns below. The scheme is the Chinese first project, which had to be abandoned owing to the rapid growth of the population, and I proceed to note that the final scheme, which is now fast approaching completion, comprises a storage reservoir to impound 350,000,000 gallons of water; directly from a catchment area of 450 acres; two miles of catchwater channel at a gradient of 1 in 2,400, which drains a further area of 400 acres, and is susceptible of being prolonged for three more miles, and thus add 600 acres to the drainage area; three filterbeds each capable of filtering 500,000 gallons per day; a service reservoir holding 2,000,000 gallons; and necessary connecting pipes between storage reservoir, filterbeds and service reservoir, and also seven miles of main supply pipes to extend the present distributing system. The dam for the reservoir at the time of my visit had been built up to a height of 80 ft., and was to be 30 ft. higher on completion, and 600 ft. along the top. It encloses a very picturesque lake-like basin, irregular in formation and having head lands and bays on a miniature scale, formed as the water found its level along the contour of the hills. This dam is situated, roughly, five miles from Kowloon Point. There is also a subsidiary dam about 20 ft. high, built in a convenient spot. It constitutes an overflow or bywash dam. A catchwater channel, the first piece of work winding along the contour of the hills. The dam at the catchwater has a small-shed channel to carry the dry-weather flow over and prevent loss by evaporation spread over a large service. It is estimated that the catchwater will carry from 1 in. to 10 in. of rain per hour from the drainage area. Overflows are provided in suitable places for use if necessary. At the lower end of the catchwater, the dry-weather flow channel connects with a small channel passing round the side of the reservoir, at connecting by means of a pipe to the gauging basin on the main supply pipe from the reservoir. This is called the clearway from the reservoir intended to intercept the debris that may convey it direct to the filterbeds, as for heavy rainfalls the debris in the reservoir is so far down the siltbed as to be unfilterable. The service reservoir is situated just beyond the old boundary line of British territory, and has a capacity 2,000,000 gallons. The total cost of the whole work comes to about one million and a quarter of dollars, and it is expected the supply in years of tolerably severe drought will amount one million and a half gallons per day.

It is time that this letter drew to a close, shipping certainly needs one remark. Hongkong claims to have exceeded this figure in London and to be the greatest shipping port in the world, and it refuses to admit this claim. Whether Hongkong does or does not lead, it claims that its figures are of a commanding nature. The attendant satellite of the liner, coaster, the steam launch is everywhere extraordinarily in evidence. Hongkong harbours has no less than 300 launches constantly lying about on its waters, and in this way one of the busiest in the world. Viewing the numbers accidents may be said to be remarkably few. Hongkong may be truly said to possess unrivalled steamer communication with almost every part of the world. There are the mail lines for Europe, America, India, and Australia. The main lines of shipping are certainly cause of remark; and equally so is the immense fleet of coasters. The China Navigation Company with its vessels, the Indo-China with a large fleet, China Merchants, several Japanese coast lines, the Douglas Company, the China Mail Company, and others keep up communication with all the ports of China, Japan, Formosa, the Philippines, Siam, India, China, and Borneo. In the harbour, a British harbour it may be noted, the British flag is largely in evidence; it is not swamped by foreign ensigns that are welcomed on the equal rights of the British. Singapore, to one who looks around for the red ensign, Hongkong it seems always in evidence. The Japanese flag, numerous as its entries are, does not seem so greatly in evidence as Japanese subjects undoubtedly are on the

As the two great factors of Hongkong's success remain as they always have been. They are the flag that betokens the sovereignty and freedom of commerce it implies, plus its geographical position at the door of a great continent, where a vast trade may be done, grow faster with its gradual opening. I can refrain in conclusion from repeating what I wrote on the last occasion of my visit. The possession of Hongkong is a great privilege but it is likewise a great responsibility. The outpost on the borders of the Empire, which has achieved its proper position in the world's trade, is a precious inheritance due to each generation for its own benefit and profit, and to conserve and develop for the good of those who follow.

THU. three German officers of the steamer *Prograt*, who only a few days ago gave a ship's steward in charge for theft, and who were summoned for assaulting the man, were convicted at the Police Court last Saturday. It will be remembered that the steward was accused of stealing a brass anchor, paper and other articles from the engineer's cabin. When the anchor was found after a search in the storeroom, which the steward had charge, he was brought to the dock and assault. Then he was taken to the Water Police Station, from where he had to be sent to hospital. Mr. Hazlewood charged the steward and fined the officers £5 each.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber last Tuesday. Present—His Excellency the Officer Administering the Government, Mr. F. H. May, C.M.G., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Mr. C. McI. Messer (Colonial Treasurer), Hon. Mr. H. J. Compertz (Attorney General), Hon. Captain F. J. Badley (Captain Superintendent of Police), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. E. Osborne, Hon. Mr. Wei Yuk and Mr. A. G. M. Fletcher (Clerk of Council).

ABSENT.

His Excellency the General Officer Commanding the Troops (Major-General Broadwood, C.B.).

Hon. Mr. E. A. Hewett.
Hon. Mr. Henry Keswick.
Hon. Mr. H. E. Pollock, K.C.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 31 and 32. It was agreed that they be referred to the Finance Committee.

PAPERS.

The Colonial Secretary laid on the table the following papers:—

Report on the Hongkong Volunteer Corps, for the year April 1, 1906, to March 31, 1907. (No. 31 of 1907.)

Correspondence on the subject of Hongkong Subsidiary Coins. (No. 32 of 1907.)

Dispatch from the Secretary of State with regard to the Report of the Committee of Inquiry in connection with the typhoon of the 18th September, 1906. (No. 33 of 1907.)

FIRE AND LIFE INSURANCE COMPANIES.

The Attorney General moved the second reading of the Bill entitled an Ordinance relating to Fire and Life Insurance Companies. He stated that the intention was to bring the law of Hongkong into line with that of England.

The Colonial Secretary seconded.

Agreed.

The Bill went through Committee, was reported to the Council with amendments.

NEW FOREIGN BANK.

The Attorney General moved the second reading of the Bill entitled an Ordinance for giving to a foreign company called the Netherlands Handel-Maatschappij certain facilities for carrying on its business in the Colony.

The Colonial Secretary seconded.

The Council went into Committee on the Bill which was passed.

The Attorney General moved that the Bill be read a third time.

The Colonial Secretary seconded and the Bill was read a third time and passed.

The Council adjourned till Friday at 2.45 p.m.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was unanimously agreed that the following minute be recommended for adoption by the Council:—

TYPHOON EXPENSES.

A sum of one thousand and fifty-five dollars in aid of the vote, Sanitary Department, other charges, typhoon expenses.

POLICE.

A sum of one thousand dollars in aid of the vote, Police and Prison Department, A—

Police, other charges, for the following items:—

Secret service \$700

Subsistence of prisoners 300

TOTAL.

\$1,000

This was all the business.

HONGKONG WATER POLO SHIELD COMPETITION.

FIRST ROUND.

There was again a large number of spectators gathered at the V.R.C. enclosure on the 19th inst. to witness a couple of interesting matches, in connection with the Polo Shield competition.

V.R.C. "B" TEAM VS. R.H.K.Y.C.

This match was first played and ended in a very easy victory for the Royal Hongkong Yacht Club. In the first half Beattie and Linton scored the first two goals. The second half proved very exciting and there was a wild scramble for the ball. Widen went so far as to forget himself and scored a goal with both hands right in front of the goal which caused a lot of merriment. The score was disallowed by the Referee. Then the V.R.C. team were allowed a free throw, but it did not take Carpenter long to bring the ball back from the other side of the bath. During this time there was nobody marking him. He succeeded in scoring the third and last goal. Thus the game ended in a win for the Royal Hongkong Yacht Club by 3 goals to nil.

The V.R.C. men made a disappointing show, and if the Yacht Club men kept a bit cooler, they might not doubt have scored twice as many goals as they did. The teams were as follows:—V.R.C. "B" Team:—F. Roza, A. J. V. Ribeiro, J. M. Lopes, C. A. Rodrigues, L. Le Breton, E. M. O. Remedios and J. W. Bains.

R.H.K.Y.C. Team:—F. Biden, G. C. Franklin, R. W. Lester, E. W. Carpenter, R. B. Beattie, J. W. Wishart and Linton.

CORINTHIAN YACHT CLUB VS. MIDDLESEX "B" TEAM.

This proved to be a very easy win for the Corinthian Yacht Club. In the first half they started off with six goals to their credit and netted another five in the second half, and the game ended in a win for the former team by 11 goals to nil. The score would have been greatly increased, but for the splendid keeping of the goal by Private Reddell. Wiltchell, Humphreys, Cooke and Miller were the scorers for the Corinthian Yacht Club.

The teams were as follows:—C.Y.C.:—R. C. Wiltchell, E. Humphreys, C. Humphreys, C. J. Cooke, J. Miller, E. Scriven and J. Forbes.

Middlesex "B" team:—Private Reddell, Private Warner, Cp. Duncan, Private Moss, Cp. Perkins, Private Wensley and Private Cooper.

So far the fixture for the Second Round is: 8th Co. R.G.A. vs. V.R.C. "B" team; on Wednesday, the 24th, and the Corinthian Yacht Club vs. Royal Hongkong Yacht Club on Friday, 26th inst.

COMPETITION TABLE.

Played Won Lost Drawn Points

V.R.C. "A" 1 0 0 3

8th Co. R.G.A. 1 0 0 3

R.H.K.Y.C. 1 0 0 3

Corinthian Y.C. 1 0 0 3

R.E. "A" 1 0 1 0

R.E. "B" 1 0 1 0

V.R.C. "B" 1 0 1 0

Middlesex "B" 1 0 1 0

SUBSIDIARY COINS.

PROHIBITION OF ALIEN TOKENS IMPRACTICABLE.

HONGKONG AN INTEGRAL PORTION OF THE CHINESE EMPIRE.

The following correspondence, on the subject of Hongkong subsidiary coins, was before the Legislative Council by command of His Excellency the Officer Administering the Government on the 23rd inst.:

[Governor to Secretary of State.]

(Confidential.) Government House, Hongkong, 23rd July, 1906.

My Lord.—Referring to Your Lordship's despatch No. 100 dated the 24th May, 1906, I have the honour to report further on the subject of the disposal of the subsidiary coin then in the Hongkong and Shanghai Bank in my despatch No. 95, dated the 20th April, 1906. I stated that the rate of discount on Hongkong subsidiary coin in the Canton market stood at about one-half to one per cent., but that I was advised to take no action towards disposing of this coin until the result of the next selling season had been ascertained. On the 15th May the discount had gone up to over 4% and the Treasurer reported that he had consulted the chief manager of the Hongkong and Shanghai Banking Corporation who had stated that the prospects for the sale of the coin were not improving. The Canton rice crop had been seriously damaged by floods; it was feared that the silk might also have suffered, and Chinese brokers considered that, in view of the manner in which dollars had been replaced by Chinese subsidiary coins in the Kwang Provinces, there would be no chance of Hongkong subsidiary coins being required in those provinces in the near future. The Treasurer recommended that the bulk of this coin should be re-shipped home for sale as bullion. I discussed the matter with Mr. J. R. M. Smith who thought that it might be possible to dispose of the coin more advantageously by sale to the Indian mints than by selling silver and who at my request telegraphed to ascertain if these mints would buy. On the 28th May he advised me that the Indian Government had wired from Simla that they were not prepared to do this. The telegraphic correspondence with Your Lordship and the Crown Agents of which *enclaves* and paragraphs are directly with the suggestions that they should move the Government to legislate in the matter and that British coins should be rehabilitated and protected by making them legal tender up to any amount, to the exclusion of all other coins, and by Government pledging itself to redeem all its coins at par.

I also annex a copy of a question on the subject put by Mr. Osborne to the Government at the meeting of the Legislative Council held on the 7th June and of the Treasurer's reply. Before taking this reply to be made I had consulted the managers of the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia and China, and the Mercantile Bank of India and had obtained from them the opinion I had anticipated and the only one which it was possible for them to give.

6. This Government having decided to get rid of its stores of subsidiary coinage by returning them to England as bullion instead of selling them locally at the market rate of discount, and thus avoid any further action tending to depreciate the coins already in circulation, I felt justified in suggesting to H. M. Charge d'Affaires at Peking that should an opportunity offer he might approach the Wai Wu Pu with a view to instructions being issued to the Viceroy at Canton which would result in some restrictions being put on the issue of subsidiary coins from the mint there. This I did in the letter of which a copy is annexed. To this letter I have not yet received a reply.

7. I further took the opportunity of the presence here of the Imperial Chinese High Commissioner from Europe in Hongkong on the 9th inst. on their way to Peking to present my view of the matter to Mr. Tso Pung Hung, first Secretary to the Commissioners.

8. I also suggested to Mr. H. Hunter, who had taken the place of Mr. J. R. M. Smith as chief manager of the Hongkong and Shanghai Bank, the advisability of sending a gentleman from the Bank to Canton to put before the Viceroy's secretaries for communication to the Viceroy the difficulties that the large issue of subsidiary coins had already created and the danger to the commerce and finances of the Kwang Provinces, which must attend any further issue. Mr. Hunter agreed and the Consul-General at Canton was good enough to arrange for Mr. J. C. Peter of the Bank meeting on the 13th inst. Taotai Wen, the Viceroy's secretary, two Chinese officials from the Mint and one from the Board of Revenue.

The result of this meeting is set forth in the annexed copy of a memorandum by Mr. Peter. [The memorandum is not printed.] Mr. Hunter in forwarding this memorandum to me stated that he thought it too probable that the Viceroy would prefer to go on turning out subsidiary coins until it was plainly more expensive immediately than shutting down the mint. I have not yet however received from Mr. Mansfield the promised expression of the Viceroy's views in the matter.

10. I may here mention that the millennial fineness of the Chinese coins is practically the same as ours, the mean result of analyses of 23 of these coins made by two different analysts being to show the presence of 800/80 parts of silver in 1,000 parts of metal, the fineness of Hongkong coins is 1,000 parts of silver to 1,000 parts of metal.

The millennial fineness of the dollar being 900 there seems no reason why

both the Hongkong and Chinese subsidiary coins should not have a discount of 10 per cent. At present the discount on the former is 4% to 6% per cent. and on the latter 7% to 10% per cent.

11. On the assumptions that there is no further production of Hongkong subsidiary coinage and that the provision by China of a uniform national coinage in accordance with Article II of the British Commercial Treaty signed at Shanghai on the 5th September, 1902, is indefinitely postponed, three things may happen in the future:—

(i) The Canton mint may continue issuing new subsidiary coins of the present millennial fineness. In this case they will fall to and remain at a 10 per cent. discount to the impoverishment of the people in the Kwang Provinces whose hoardings consisting of, and earnings paid in, these coins will have lost a tenth of their value.

(ii) The Canton mint may cease issuing subsidiary coins. Those that have already been issued with them the Hongkong coins would tend gradually to recover their former dollar value as absorption took place and they became a subsidiary rather than a main currency.

(iii) The Canton mint may issue subsidiary coins of lower millennial fineness than the present ones. This would result in a further impoverishment of the Kwang Provinces for the temporary advantage of the Canton Treasury. The new coins, which to secure their acceptance would have the same appearance as the old, would drag the value of the latter down with them. The Hongkong coins with a value intermediate between that of the dollar and the Chinese coins would tend partly to disappear from circulation in China by being melted down to form the present issues, and partly to constitute a third standard of value for commodities in the same way as commodities are now beginning to have two prices according to whether payments for them are made in silver or subsidiary coins. It would be as impossible to prevent the new issue from being used in the majority of private transactions, and even greater confusion and paralysis of trade than exist at the present time would ensue.

12. I regret that I can suggest no useful action that can be taken by the Hongkong Government in this matter beyond laying down the principle that they will not again engage in the trade of supplying China with token coins at their face value and beyond doing their utmost to persuade the Chinese authorities to restrict their production of such coins.

13. I shall keep Your Lordship informed of further developments in the matter of Chinese subsidiary currency.—I have, &c.,

M. NATHAN.

[Letter from Star Ferry Company.]

30th April, 1906.

Sir,—I have the honour to draw the Chamber's attention to the recent fall in the value of British subsidiary coins by which this Company and others whose business lies on a cash basis, are losing heavily.

2. As a result of this fall, the value of the matter is, I submit, of sufficient importance to the Colony at large to warrant the consideration of your committee.

3. For many years and until recently, Chinese subsidiary coins were at a discount of about 5%; British subsidiary coins maintained a parity of value with the dollar; whilst British copper coins as measured in Chinese silver coins were at a premium varying from 2 to 4 per cent. British subsidiary silver coins are now quoted about 5% discount and copper 9%.

4. The former disparity between British and Chinese coins was, I understand, due to a difference in fineness.

5. Recently the Canton silver coin has shown a tendency to further depreciate and, what is of more importance to Hongkong, has apparently dragged the British coin with it, the reason assigned being that the debtor, finding he can discharge his liabilities in the base coinage, has no further use for the higher.

6. Following immediately upon the minting of Canton copper coins, the British note is being sent to the level of its Chinese counterpart, and it is assumed, for the same reasons as led to the fall of silver coins.

7. So far the Canton officials have apparently been satisfied with a moderate difference in fineness between their coins and the British. If their object be to drive the latter out of circulation in their country, their action is at least intelligible and, provided competition between the respective coins remains as at present, doubtless matters will right themselves at no great loss to anyone but the Hongkong Government.

8. But if capacity be the mainspring of their policy the question becomes serious; for unless nipped in the bud, this debasing process will grow to large and ruinous proportions, and to the prejudice of Hongkong's trade. Each successive official will seize the golden opportunity until hopeless confusion and loss bring matters to a crisis.

9. To make matters worse, Chinese dollar note has recently appeared in the Colony and is actually in circulation at Canton.

10. I venture to consider there be cause for alarm, doubtless they will move the Government to legislate in the matter and now that the Government's profit on subsidiary coins is endangered (for if there be no demand there will be no further profit) perhaps their former reason for a policy of non-interference will no longer weigh and there may yet be time to frustrate the evil in its incipient stage.

11. As regards a remedy I venture to suggest that British coins be rehabilitated and protected by making them legal tender up to any amount, to the exclusion of all other coins, and by Government pledging itself to redeem all its coins at par.—I have, &c.,

EDWARD OSBORNE, Secretary.

Hon. Mr. E. A. HEWETT, Chairman, Hongkong Chamber of Commerce.

Hongkong General Chamber of Commerce, Hongkong, 28th May, 1906.

Sir,—I have to acknowledge the receipt of your letter of 30th ultimo in which you direct attention to the loss sustained by your company and others through what you term, the fall in the value of British subsidiary coin, and to inform you that your letter has received the careful consideration of the committee of the Chamber of Commerce.

In the first place owing to the fact that legal tender of subsidiary coin is limited and that intrinsically it is not worth so much as the currency dollar, its exchange value is naturally

liable to fluctuate according to supply and demand.

2. The committee of this Chamber are agreed that the question of the loss in the purchasing power of British subsidiary coin, however it may have been caused, is one which deserves serious consideration.

3. Without necessarily accepting either the statement in this paragraph as to the actual discount at which the British coin is now reported to stand, or that which gives the percentages of relative values in the past, the committee do wish to question your general remarks of a retrospective nature.

4. It would appear that the large demand for Hongkong subsidiary coin arose in the Southern Provinces of China, and while the Colony at the moment undoubtedly benefited by the then existing state of affairs, it was not to be expected that this outside source of revenue would continue indefinitely and a change brought about by among other things an over-production of Chinese subsidiary coin, should not be looked upon as a matter calling for legislation on the part of the Government.

The second point under this head seems to imply a change in the difference of fineness between the Hongkong and Canton subsidiary coin of the present as compared with that of the past, but of this the Committee have no evidence.

4/5. It must be admitted that the over-production of Chinese subsidiary coin, has resulted in its depreciation and has also created a demand for Hongkong coin, but it is an error to suppose that a debtor can discharge his liabilities in this subsidiary coin, though for sake of convenience no doubt many small debts are so settled.

No one in the Colony need accept Chinese subsidiary coin at all, while the legal limit for Hongkong subsidiary silver coin is \$200, and for copper \$100. If payments are accepted in Chinese coin, or Hongkong coin in excess of the legal limit, this is entirely a personal matter between debtor and creditor and no pressure is due to cause not to be controlled by Ordinances being merely an ordinary business question for consideration when fixing the price of commodities.

6/7. The developments foreshadowed in paragraph 7 are problematical. The committee of the Chamber, while viewing the excessive production of silver and copper coins by the Chinese Mints as calculated to seriously affect the prosperity of that Empire, have no reason to assume that the Chinese Officials are acting from other motives than the supplying of a useful medium of exchange, for which there was, at one time at all events, a strong demand, and the making of a profit on the seigniorage as is usual in other countries making similar issues.

8. The existence of the Provincial Bank \$1.00 note is of course known. It now bears a special stamp to the effect that it is redeemable in 20-cent pieces. It is noteworthy, however, that the \$5.00 notes are not so stamped.

9. After carefully considering the question the committee of the Chamber are of opinion that the only course likely to induce remedial measures is to communicate with the Chambers of Commerce at Shanghai and Tientsin with a view to sending another joint Memorial to the Diplomatic Body at Peking urging that the Imperial Government should again be called upon to carry out its treaty obligations, and by placing all the mints under one control, produce a standard coinage for the whole Empire and so do away with the over-production of subsidiary coinage for which the various Provincial Authorities are now responsible.

10. With regard to the suggested remedy that British subsidiary coin should be made legal tender up to any extent and that the Government should pledge itself to redeem all such coins at par, the committee of this Chamber are altogether unable to endorse such a proposal, nor can they as matters now stand see their way to make any representation to the Hongkong Government with regard to legislation.—I have, &c.,

EDBERT A. HEWETT, Chairman.

Hon. Mr. EDWARD OSBORNE, Secretary, Star Ferry Company, Limited.

[Secretary of State to Governor.]

Dowling Street, 27th June, 1906.

Sir,—I have the honour to forward to you the enclosed copy of a letter from the Electric Traction Company of Hongkong, Limited, with regard to the circulation of Chinese subsidiary coin in Hongkong.

2. I should be glad if you would furnish me with a report on this matter.—I have, &c.,

ELGIN.

The Electric Traction Company of Hongkong Limited.

19, St. Swinburn's Lane, London, E.C., 19th June, 1906.

My Lord,—I am directed by my Board to place before your Lordship certain facts in regard to Chinese subsidiary coinage circulating in Hongkong, and to ask your Lordship to consider whether it would not be possible for the Hongkong Government to take some action to alleviate what is a heavy tax on the trading community in Hongkong and which is especially a heavy tax on the Tramway Company owing to the large number of small coins which are tendered to us in fares.

We believe that the following extract from the *South China Morning Post* of the 24th March, 1906, sets out the facts accurately and will place your Lordship in possession of the material points so far as the Chinese coinage is concerned:—

"The Chinese subsidiary coinage nuisance is becoming more and more serious. These coins are pouring into the Colony from the interior and the Banks accept them, reluctantly, at a discount of \$3 on the \$1,000. Firms handling large sums can protect themselves by discounting payments at the Bank's rate but the hardship falls on the poorer people, the small dealer and the purchaser. The Tramway and Ferry Companies must also sustain heavy losses on this debased coinage, and surely something can be done to check its circulation. The public see very little Hongkong small coinage, for the simple reason that being of higher value than the Chinese coins, it goes into the interior and does not return unless in the shape of Chinese pieces after being remitted." The Chinese subsidiary coins are of the same intrinsic value as the Hongkong ones; the latter have of late been returning to the Colony in greater numbers than the banks can put on the market; and it is dollars and not the more heavily alloyed Hongkong subsidiary coins that are melted down in the Canton mint to make 20-cent pieces. Again the reference to the Viceroy of Canton *robbing* the Hongkong Government of their profits on the circulation of subsidiary coinage, and to the duty of that Government not to allow any outsiders to participate in their lawful profits on minting and circulating coins are quaint, considering the profits the Colony has made from furnishing the Kwang Provinces with token coins. The statement that it is "owing to the scarcity of Hongkong money" that the public have nothing but Chinese coins in their possession is incorrect, as the public can obtain as much Hongkong subsidiary coinage at the banks as they desire. The refusal of the Post Office to accept Chinese coins is of course justified by these not being legal tender. The example of such refusal if generally followed by such companies as The Electric Traction Company of Hongkong would tend to check the circulation in the Colony of the Chinese subsidiary coins.

In that part of the company's letter which follows the astounding quotation from the *South China Morning Post* from which I have quoted the Board rightly recognize that it is not only the Chinese but the Hongkong subsidiary coins that have fallen in value though they seem not to be aware of the main cause of this fall—the over-issue of Chinese coins by the Canton mint and the corresponding shortage of dollars from which these coins have, at any rate partly, been produced.

6. Of the two proposals of the Board the first, namely, that the Chinese coinage should be made illegal and abolished is not practicable. Chinese coins are not legal tender in Hongkong and it is open to everyone to refuse to accept them, but to make it punishable by law to possess such coins or to offer or accept payments in them would fill the gale of the

China money as change! The Government should take this matter in hand, for the evil is rapidly becoming worse. Singapore and French Indo China decline to admit any silver money to be circulated within their borders but their own, and refuse to allow any outsiders to participate in their lawful profit on minting and circulating coinage. Of course we shall be told that owing to the proximity to dear old Canton it would be impossible to restrict the importation of foreign coinage—being, the fact remains that the present arrangement is bad and it is a hardship and our Government has never tried to check it. It might try!"

A fact, however, that does not appear in the above, and which the Board have only quite recently learnt is that, owing to a decreased demand for British coins in the interior of China, the same are at a heavy discount in Hongkong. The Board are of opinion that it is far from desirable that British coins should be at a discount in a British Colony.

When the attention of the Board was first drawn to the matter, they were under the impression that the Chinese coins were legal tender, but on inquiry the Board find that this is not the case.

The Company's manager in Hongkong has mentioned the matter to His Excellency the Governor, who advised that the only remedy which to his mind could prove efficacious was for every person trading in the Colony to decline to accept any other coinage except that of the Colony.

The Board have instructed their manager to try and arrange with some of the largest recipients to act as His Excellency suggests, but they fear that not only is there likely to be delay in such a course, whereas the matter is pressing, but also that such a movement may be unsuccessful owing to the difficulty of obtaining united action.

The Board, therefore, respectfully submit to your Lordship that it would be possible:—

(a) For the Hongkong Government to make such coinage illegal and to abolish it in a similar way to that which the British Government adopted some years ago in getting rid of the Continental copper coinage which was tendered to so great an extent in the United Kingdom, and

(b) In any case for the Hongkong Government to give instructions to their officials not to tender Chinese money in change for Hongkong coinage.

In conclusion, the Board venture to trouble your Lordship further by showing how hardly the matter operates on this Company.

For the year ended 31st December, 1905, the Company's total receipts in Hongkong amounted to £25,931 and of that amount it lost £86 through being obliged to sell the silver coins at a discount, a loss of nearly 1%.

For the four months ended 31st April, 1906, the Board are informed that on the Company's receipts of \$88,137 the similar loss has amounted to \$3,486, or nearly 4%, which confirms the information as to the further depreciation which is taking place in coinage.

In view of the importance of the subject to the trading community and the desirability of such a state of affairs no longer prevailing in a British Colony, the Board beg to reiterate their hope that your Lordship will be able to initiate such measures as will dispose of the difficulty.—I have, &c.,

H. W. C. WERNER, Secretary.

The Right Honourable THE EARL OF ELGIN, K.G., &c., &c.,

[Governor to Secretary of State.]

(Confidential.) Government House, Hongkong, 26th July, 1906.

My Lord,—I have the honour to acknowledge the receipt of Your Lordship's despatch No. 121 dated the 27th June, 1906, enclosing a copy of a letter from The Electric Traction Company of Hongkong, Limited, with regard to the circulation of Chinese subsidiary coin in Hongkong and requesting a report from me on this matter.

2. Before receiving this despatch I had already addressed Your Lordship confidentially on the 24th instant on the subject of the British and Chinese subsidiary coins and stated that I had taken the only step that appeared to me possible in the matter and likely to be effective in checking the fall in the dollar value of these coins and in eventually rehabilitating them.

3. The Chamber of Commerce's reply of the 28th May, 1906, to the Star Ferry Company's letter of the 30th April, 1906, copies of which formed enclosure 2 to that despatch is equally applicable to the case of the Electric Traction Company and I suggest that a copy of the correspondence be sent to the Secretary of the latter company for the information of his Board.

4. The Board believes that the extract from the *South China Morning Post* of the 27th March, 1906, sets out the facts (respecting Chinese subsidiary coinage) accurately. This as Your Lordship is aware from my previous communication is not entirely the case. The fact that the public see very little of Hongkong small coinage is not due to "the simple reason that being of higher value than the Chinese coins it goes into the interior and does not return unless in the shape of Chinese pieces after being remitted." The Chinese subsidiary coins are of the same intrinsic value as the Hongkong ones; the latter have of late been returning to the Colony in greater numbers than the banks can put on the market; and it is dollars and not the more heavily alloyed Hongkong subsidiary coins that are melted down in the Canton mint to make 20-cent pieces. Again the reference to the Viceroy of Canton *robbing* the Hongkong Government of their profits on the circulation of subsidiary coinage, and to the duty of that Government not to allow any outsiders to participate in their lawful profits on minting and circulating coins are quaint, considering the profits the Colony has made from furnishing the Kwang Provinces with token coins. The statement that it is "owing to the scarcity of Hongkong money" that the public have nothing but Chinese coins in their possession is incorrect, as the public can obtain as much Hongkong subsidiary coinage at the banks as they desire. The refusal of the Post Office to accept Chinese coins is of course justified by these not being legal tender. The example of such refusal if generally followed by such companies as The Electric Traction Company of Hongkong would tend to check the circulation in the Colony of the Chinese subsidiary coins.

In that part of the company's letter which follows the astounding quotation from the *South China Morning Post* from which I have quoted the Board rightly recognize that it is not only the Chinese but the Hongkong subsidiary coins that have fallen in value though they seem not to be aware of the main cause of this fall—the over-issue of Chinese coins by the Canton mint and the corresponding shortage of dollars from which these coins have, at any rate partly, been produced.

6. Of the two proposals of the

TYPHOON WARNING.

HONGKONG OBSERVATORY EXONERATED.

OPINION BY THE ASTRONOMER ROYAL.

There was laid on the table of the Legislative Council last Tuesday afternoon the following correspondence with regard to the report of the Committee of Inquiry in connection with the typhoon of the 18th September, 1926:—

Secretary of State to Officer Administering the Government.

Downing Street,
18th June, 1927.

Sir,—I have the honour to acknowledge the receipt of Sir M. Nathan's despatch, No. 59, of the 21st of March, forwarding copies of report of the Committee appointed after the typhoon of the 18th of September last to have given their opinion on the matter.

ELGIN.

[Enquirer Royal to Secretary of State.]

Royal Observatory, Greenwich,
London, S.E.

June 12th, 1927.

Sir,—In reply to your letter of April 25th, 1927, relative to the Typhoon of 18th September last, I have to inform you that a review of the evidence placed before the Committee of Inquiry points to the conclusion that the finding of the Committee is practically inevitable, having regard to the facts and considerations deduced from the evidence alone. I have no other knowledge of a conditions.

(1) Typhoon of which warning was given by the Director of the Observatory on 1926, September 15, was apparently not the one which struck Hongkong on the 18th and, even had it been identical, the "Sikawei" forecast gave indication that Hongkong was threatened, since the contention that the warning given and ignored falls to the ground.

(2) The "we" is, I take it, the main question before the Committee. The finding of the 18th in the "black drum" is not of the same importance. The evidence as to typhoon signs at sunset on the 17th is very uncertain and it appears that those relied upon by one side were admittedly invisible at the Observatory, and attention is only directed to events on the 18th, and the staff of the Hongkong Observatory think that such a storm was not unlikely to be conceivable that the fall in the barometer might have been noticed, but it does not appear that any such suspicion was justified beforehand and very few minutes elapsed before the barometer indication became unmistakable before the question of building a drum was raised. If it is true that this drum had been frequently made of unnecessary warnings, the few minutes (10 to 15) further delay is only to be expected, and beyond that the delay in the actual hoisting apparatus present unavailable, though it is likely that some device could be contrived to shorten it some necessary for this operation.

(3) I conclude that there remains no question of dereliction of duty at the Observatory, and that any possible error of judgment alleged is too uncertain to be regarded as carrying responsibility for damage done. Your two printed enclosures are returned herewith.—I am, &c.

N. H. M. CHRISTIE,

Astronomer Royal.

WATER RETURN.

Level and storage of water in reservoirs on the 1st July.

	1926.	1927.
Ty-tan...	13' 4" below	11' 4" above
Byewash...	23' 6" below	11' 4" above
Pokfulum...	0' 6" below	0' 1" above
Wong-nei-chong...	25' 6" below	11' 4" below

	1926.	1927.
Ty-tan...	278,470,000	381,870,000
Byewash...	1,260,000	21,360,000
Pokfulum...	64,920,000	66,000,000
Wong-nei-chong...	6,548,000	27,920,000

Total..... 351,297,000 501,866,000

Consumption of water in the City of Victoria and Hill District during the month of June.

	1926.	1927.
Consumption.....	3,695,000	3,321,000 gallons
Estimated population.....	233,700	205,110

Consumption per head per day..... 16.3 21.5 gallons

Rider Mains in operation during the whole of June, 1926, in the Central and Northern District and constant supply in all other districts. Constant supply throughout entire city during the whole of June, 1927.

Consumption of water in Kowloon Peninsula during the month of June.

	1926.	1927.
Consumption.....	15,604,000	19,849,000 gallons
Estimated population.....	79,650	78,500

Consumption per head per day..... 6.6 8.4 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,

Water Authority.

SEVENTEEN INDIANS—one, a soldier, the remainder workmen employed on the railway—were arrested on Sunday evening last at Kowloon, two charged with being runners of a gambling house and the others with gambling. The gambling paraphernalia was confiscated. The accused were paraded before Mr. F. A. Hayland, at the Police Court, on Monday morning, when the Indians were committed in the sum of \$10 each and the remainder in the sum of \$5 each. An order was made by the Court for the return of the Indians to the second accused, who was found in the second accused's possession when arrested. Inspector McFarland, of Yau-ma-tei Police Station, gave evidence.

SANITARY BOARD.

BI-MONTHLY MEETING.

The bi-monthly meeting of the Sanitary Board was held last Tuesday, in the Board room, when the following business was transacted:—

BACKYARD TANKS.

The question of permitting tanks in backyards was raised, relative to an application for a modification of the Public Health and Building Ordinance, in respect of a tank in the yard of No. 173 Wing Lok Street. According to the letter of the law these tanks are characterized as obnoxious.

Mr. Hooper moved: I am in favour of tanks being allowed which could be periodically emptied and cleaned, the inspectors to report cases of dirty tanks.

Mr. Lau Chu Pak moved: Tanks for trade purposes should be allowed.

CEMETERY BY-LAWS.

The following report of the sub-committee, consisting of Messrs. F. J. Bideley, Mr. Fung Wa Chun and Dr. Francis Clark, was submitted to the meeting on the cemetery by-laws:—We recommend that the present cemetery by-laws be repealed.

(a) Cemeteries other than Chinese.

(1) Every cemetery shall be at all times open to inspection by any member of the Board, or by any member of the Sanitary Department who may be directed to make such inspection.

(2) Each grave shall bear a number.

(3) A register shall be kept by the person or persons in charge of each cemetery, at or near such cemetery, and the date of burial, name, age and sex of each person buried shall be entered therein against the number of the grave in which the corpse is interred; such register shall be open to inspection by any member of the public at any reasonable time.

(4) Each grave shall be dug to a depth of at least six feet, with the exception of children's graves, the children being under ten years of age, which need not exceed four feet in depth.

(5) Except as regards the corpses of children, no grave shall be dug to a depth of less than six feet.

(6) The inter-space between any two graves at any point shall be at least 18 inches.

(7) Each grave shall be properly covered with turf or chunam, or such other material as may be approved by the Board within six months of the grave being filled in.

(8) No grave may be re-opened after a corpse has been interred therein without the written authority of the Medical Officer of Health, or other officer appointed by the Board for the purpose.

(9) The person in charge of a cemetery shall give not less than two hours' notice to the Inspector of Cemeteries of the intention to inter a corpse, and the hour at which it is proposed such interment shall take place.

(10) The fees chargeable shall remain as heretofore.

Chinese Cemeteries.

(11) Each Chinese cemetery shall be laid out in sections of such size and arranged in such manner as may be directed by the Board.

(12) A plan, or tracing, of the cemetery, showing the various sections shall be on view at or near the cemetery and at the office of the Board.

(13) A monthly register shall be kept in the Chinese language and the date, name, age and sex of each person buried shall be entered therein against the number of the grave in which such person is interred. These registers shall be deposited and filed at the office of the Board after a period of two years.

(14) Each grave shall be at least six feet deep, except in the case of children under ten years of age, when the graves need not exceed four feet in depth.

The test of the rules are the same as in the case of non-Chinese cemeteries, the fees remaining as heretofore.

Mr. Shelton Hooper moved: The register mentioned in paragraph three of these by-laws should be open to inspection by the public.

Mr. Lau Chu Pak moved: Paragraph 13, why should the Chinese register be deposited at or near the cemetery for two years? The Chinese sections of cemeteries cannot be relied upon for keeping copies should be deposited in the office of the Board, and the duplicate copies at the cemeteries. The following points are worthy of consideration:—

(1) Standing orders to be drawn up in English and Chinese for the guidance of the Chinese sections or colonies.

(2) A copy of the by-laws in English and Chinese to be posted up at the entrance to each cemetery for the information of the public.

(3) The various sections of the cemeteries to be clearly marked out with boundary stones.

The Hon. the Registrar General moved: These by-laws make no provision for a cemetery of the nature proposed to be opened at a pichou, or the cemetery Mr. Ng Li Hing wished to present to the Chinese community in New Kowloon. (1) The plan should show more than the sections, and (2) six feet is unnecessarily deep.

The Hon. the Director of Public Works moved: Should the age limit for fees be changed to ten years? Why should the fee of charges for Chinese cemeteries differ so largely from that for non-Chinese cemeteries?

LIMEWASHING.

During the fortnight ending July 18th, 675 houses were cleansed and lime-washed under the supervision of the Sanitary officials.

FOOD AND DRUGS.

The Government Analyst submitted his report on the result of examination of samples analysed under the "Sale of Food and Drugs Ordinance, 1906," for the quarter ended June 30th, which showed that two bottles of brandy, four of whisky and nine of milk were examined during this period, and all found pure.

THE FORMOSAN LOTTERY CASE.

DECISION AT OSAKA.

The Japan Chronicle of 10th inst. reports:—On Monday judgment was delivered in the Osaka Chibo Saibansho in the charge of violation of the Lottery Regulation against Wada Sentaro, an Osaka merchant, and three others. It will be remembered that a few months ago these men drew the first prize of ¥200,000 in the Formosa Lottery, and a great sensation was made on account of a dispute which arose among them, and the subsequent legal proceedings.

By the judgment on Monday Wada was acquitted, as he had surrendered to the police, confessing his offence. The three other men were each sentenced to one month's imprisonment with labour, and a fine of ¥5. The execution of the judgment was postponed for two years. The prize won by them was confiscated by the Court. All four men gave notice to appeal.

VOLUNTEER TROOP.

CAMP IN NEW TERRITORIES.

The report of Lieut. C. H. Ross, commanding Hongkong Volunteer Corps, on the Volunteer Troop Camp in New Territories, for last year reads:—

In accordance with your request, I now give you a short report on our camp, held at Sheung Shui in the New Territories from the 22nd to the 27th December.

I endeavoured, as far as possible, to follow the lines indicated in your note of the 17th December, but I regret that owing to the rainy weather and consequent heavy mist which overhung the hills for three out of the four days at my disposal, it was not feasible to pick up points which would make good signalling stations to link up the telephone stations or replace them.

The accompanying map (which please return) shows marked in red the roads and paths either ridden or walked over by sections of the Troop.

Generally speaking the country paths, owing to their narrowness and to the prevalence of cobble stones, are not well suited for large and shod China ponies such as we ride. We had many falls (none however serious) owing to ponies slipping on the cobble or off the narrow stone bridges and high bunds, and though possibly with more practice and without shoes, our ponies would become accustomed to such work, there is no doubt that the small local "fat" of about 10 hands in height, and accustomed to go about unshod, is better suited for the country in question.

We visited the following telephone stations:—Sheung Shui, Tai-Ling, (Kong-Tau-Ha), Sheung-Ta-Kok, Tai-Po, San-Tin, Au-Tau, and Ping-Shan, and followed the line of wires, most of which, however, were down or in bad order, presumably the result of the late typhoon.

The Lam-chun River was followed, partly on foot, partly on ponies, and several fordable points were discovered between Lohu ferry and Kong Tau Ha, though possibly at high water these might not be available. Above the last named place the river is fordable at most places. Below Lohu ferry no fordable places were found, but the river could be crossed by ponies at several points with a short swim.

The Kong-Tau-Ha, Fanling, and Kam-tin Valleys were visited and well explored. Castle Peak and Shing Shue were also visited, being well known to most of our men, were generally en route to the Antau and Ping Shan Police Stations.

I enclose one or two of the reports handed in by members of the Troop after riding over some of this country, which will illustrate the style of work we performed and the interest taken therein.

Our camp was pleasantly situated on flat ground at the base of the hills about 1 mile north of Ho Sheung Heung and 12 north-west of Sheung Shui. A good stream of water flowing direct from the mountain passed the site, the soil was sandy in nature and therefore, despite the heavy rain we suffered little or no discomfort. Only two tents collapsed owing to the high wind; (in connection I would remark that only four pegs were issued for each side of the 80 lbs. tents, instead of eight which are certainly requisite in sandy soil such as is found in the Fanling Valley).

Twenty members of the Troop, (out of a total available strength of the Colony of thirty-three), attended the Camp, with twenty-two ponies. All grooming, cleaning, of saddlery and equipment was performed by the men themselves, four ponies only being present, i.e., one to look after 10 ponies, one in charge of fodder and two to bleach up the stables. A Chinese farrier also attended, and had to reshoe no less than six ponies, not without remarking that all had been freshly shod within two days of starting for the camp.

The granite nature of the Talpo is very hard on ponies' shoes, and wear in a very short time. Some of the ponies covered as much as 100 miles during our five days of absence from Hongkong, two only returned slightly lame, one caused by a fall from a stone bridge. There were no cases of sore backs.

Our saddles and new-rifle buckets (carried under the right leg) were a great success, but many of our bridles and head stalls were found to be quite rotten, the leather having perished and consequently breaking with the least strain. We had very little trouble in transporting our ponies across the harbour, but I would recommend that a good broad gangway be supplied to connect the lighter with the shore, the ponies at present in use are too narrow as ponies are apt to slip off them.

It would be a great convenience if some arrangement could be made with the Far Ferry Company, to carry ponies across the harbour in their ferry boats, and if such means of transport was available it would permit of Troop visiting the New Territories with greater frequency.

In conclusion, I think I may say that the camp was a success in every way, the members of the Troop thoroughly enjoyed themselves, and obtained much useful knowledge of the New Territories.

All responded loyally to every call made upon them, and every man had his fair share of night sentry work.

THE TOKYO EXHIBITION.

REMARKABLE PROTESTS BY EXHIBITORS.

Complaints are being made concerning the result of the judges' inspection of exhibits at the Tokyo Exhibition now open. Mr. Konishi Rokumemon, who sent back the prize awarded him for his exhibit, it seems that Mr. Konishi expected to receive a gold medal, but contrary to his expectation only a first prize was awarded. In defence of his action he maintains that, having discovered a process of manufacturing photographic printing paper, he has started its manufacture in Japan, and the import of this paper, which annually amounted to between ¥500,000 and ¥600,000, has been entirely stopped. For this service he considers that he deserves to receive a gold medal. On the 6th inst., after the distribution of prizes, Mr. Konishi had an interview with Mr. Shirai, Director of the Inspection Committee, and endeavoured to learn the reason why his special exhibit had not been awarded a gold medal. The answer being unsatisfactory to Mr. Konishi, he withdrew all his exhibits the following day.

The members of the Tsinhei Yoka-kai (a society of oil-painters) also complained of the unfair result of the inspection, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection had been conducted rather to the satisfaction of the exhibitors, and have sent back their awards, at the same time issuing a statement to the effect that complaints have been heard of the unfair result of the inspection of oil-paintings in the Fine Art Building of the Tokyo Exhibition. The artists admit that it is difficult to satisfy every exhibitor, as opinions of the value of a work differ, but by the publication of the result of the inspection on the 6th inst., it was clearly demonstrated that the inspection

CHINESE DRESS.

In the opinion of an American reviewer who decided that the title of the book led a reader to expect some particular instruction in the matter of dress rather than a dissertation on Things in General, the author of "Sartor Resartus" deserved to be lynched for the deception he had practised upon an innocent

public. If a similar fate is advocated for the author of another Essay on Dress in the current number of "The World's Chinese Students' Journal," the attitude of his judges will not have been prompted by the lack of humour that drove Carlyle's critic to question the existence of Professor Teufelsdröckh. Rather will they consider that they are acting in the interests of their country at large in checking at the outset revolutionary tendencies which in their mind are associated with designs on the whole social and political fabric of the Chinese Empire. The writer to

the excellent periodical, which we review in another column, boldly advocates the adoption of Western dress throughout China and anticipates the proximity of the day. It anticipates the day when the fashions of London, New York and Paris will also be those of Peking and Hankow." He finds that the native costume is more of a decoration than a dress and condemns it as the score of being inconvenient, uncomfortable, expensive and detrimental in its effect on the national character. It is responsible, in his opinion, for the contemptuous regard in which manual labor, physical development and military pur-suits have been held in China, while it is inseparably associated with innumerable incomeless of social intercourse and etiquette which

impose restraints on the physical and moral freedom of the people. The abolition or simplification of the time-honoured though anomalous and in some cases degrading system of conventional ceremonial of social intercourse" would, according to our author, be utterly impossible were the costume not radically modified as a first step.

The proposal to abolish the present Chinese

found such emphatic su-
 led to it by the writer o

rarely found such emphatic support as is accorded to it by the writer of the article

According to it by
in question. When the Travelling Commis-
sioners returned from their tour round the
world, it was understood that they intended to
place the substitution of Western clothes for
the Chinese costume in the forefront of their
proposed reforms. But, although some of
them spoke openly in favour of the change, the
conservative atmosphere of Peking caused their
subject to be dropped somewhat suddenly, and
from that moment there has been no special
movement among the Chinese in favour of re-
viving it. Among foreigners there have been
both advocates and opponents of any such
change, and it has been pointed out that

the present costume is admirably adapted to the climate and is at the same time graceful; while the horrors of a picture in which a Chinese need a silk hat figures are invariably corrected up. All such arguments are and disposed of by our writer, and a strong point is made out where he writes upon the blindness that the Chinese dress is to all human and physical Chinese dress. The fact that a woman of the Western world is worn by the Chinese Americans and now dominated by Mickey and other little official connected with the Service while the military establishment of the same style

dress throughout the nation. Such a change to become general in a country so devoted to tradition as China may well require, however, the lapse of a generation; but in the meantime the possibility of it should not be lost sight of by those whose duty it is to educate the people to an appreciation of the need of reform for nearly all the walks of life.

The reception that is likely to be accorded in certain quarters to the proposed adoption of the Chinese of Western dress may be gathered from the statement which we publish on the third of a contemporary that the Shantung

Taotai has announced that he will not receive in future students dressed in European clothes and without queues. Unfortunately for the cause of reform in China it has become associated in the minds of many of the officials with the employment of murder and rebellion as a means towards the desired end. Of these cruel and utterly ineffective methods of advancing reform students who have spent a brief period in Japan under somewhat sinister influences appear to be the chief exponents. On the return they are rendered conspicuous by their dirty rags, their dress and in many cases their

manner of living, and when sooner or later some of their number fall under the surveillance of the police, it is no matter for surprise as a class they become an object of suspicion to the authorities. The bomb outrage in Peking on the occasion of the departure of the Travelling Commissioners, the recent assassination of the Governor of Anhui have probably nothing in common but to the official mind both punctuated long drawn-out campaign against the established order of things and they have engendered considerable fear at first in

Central Government and now generally among the provincial authorities of everything in the nature of reform. It is unlikely, however, such fears will check for long the cause of progress in China. They present serious obstacles in its path, but a vigorous denunciation on the part of the native Press, as the mouthpiece of the cause, of any resort to violence in the way of accomplishing reform and the steady effort of enlightened ideas, of which the "World's Chinese Students' Journal" at Shanghai is such a striking example, must ultimately break down official prejudices in all cases.

where self-interest has condensed the sun
all extraneous influence.—*N. G. D. News.*

DARING ROBBERS AT WORK

**MESSRS. HOOSAINALI'S OLD PREMISES
ENTERED.**

25th

When the manager of Messrs. Hoon and Company—a draper shop at No. 33, Voxon Road Central—entered his store last evening, after being away a couple of fixings up his new premises in Queen's Central, he saw that thieves had entered the place during his absence and carried off for the value of \$35. The store is on the corner of Des Voeux Road and Douglas Street, and there is an electric lamp outside. To make things safe, so he thought, a light kept burning in the place. For some time no work was taken in hand to shift

firm's premises, and last evening the truck-load of goods was removed, but still remained in the shop the water and the coolies' private effects. At seven o'clock, the manager locked up the shop and went over to the new establishment. After he had departed the robbers forced entrance into the adjoining house—No. 1, unoccupied dwellings. Then cutting a passage through the wall they entered the place, searched the clothing and left. Nothing was known of the robbery until the manager discovered it. The police at the Central

s throughout the nation. S

The reception that is likely to be accorded in certain quarters to the proposed adoption of the Chinese of Western dress may be gathered from the statement which we publish on the subject of a contemporary that the Shaoh

Taotai has announced that he will not receive in future students dressed in European clothes and without queues. Unfortunately for the cause of reform in China it has become associated in the minds of many of the officials with the employment of murder and rebellion as a means towards the desired end. Of these cruel and utterly ineffective methods of advancing reform students who have spent a brief period in Japan under somewhat sinister influences appear to be the chief exponents. On the return they are rendered conspicuous by their dirty rags, their dress and in many cases their

manner of living, and when sooner or later some of their number fall under the surveillance of the police, it is no matter for surprise as a class they become an object of suspicion to the authorities. The bomb outrage in Peking on the occasion of the departure of the Travelling Commissioners, the recent assassination of the Governor of Anhui have probably nothing in common but to the official mind both punctuated long drawn-out campaign against the established order of things and they have engendered considerable fear at first in

Central Government and now generally among the provincial authorities of everything in the nature of reform. It is unlikely, however, such fears will check for long the cause of progress in China. They present serious obstacles in its path, but a vigorous denunciation on the part of the native Press, as the mouthpiece of the cause, of any resort to violence in the way of accomplishing reform and the steady effort of enlightened ideas, of which the "World's Chinese Students' Journal" at Shanghai is such a striking example, must ultimately break down official prejudices in all cases.

where self-interest has condensed the sun
all extraneous influence.—*N. G. D. News.*

DARING ROBBERS AT WORK

**MESSRS. HOOSAINALI'S OLD PREMISES
ENTERED.**

25th

When the manager of Messrs. Hoon and Company—a draper shop at No. 33, Voxon Road Central—entered his store last evening, after being away a couple of fixings up his new premises in Queen's Central, he saw that thieves had entered the place during his absence and carried off for the value of \$35. The store is on the corner of Des Voeux Road and Douglas Street, and there is an electric lamp outside. To make things safe, so he thought, a light kept burning in the place. For some time no work was taken in hand to shift

firm's premises, and last evening the truck-load of goods was removed, but still remained in the shop the water and the coolies' private effects. At seven o'clock, the manager locked up the shop and went over to the new establishment. After he had departed the robbers forced entrance into the adjoining house—No. 1, unoccupied dwellings. Then cutting a passage through the wall they entered the place, searched the clothing and left. Nothing was known of the robbery until the manager discovered it. The police at the Central

Station were then notified, but there
chance of a capture being effected.

its path, but a vigorous de-

part of the native press, as the "advocate" of the cause, of any resort to violence in the way of accomplishing reform and the steady avowal of enlightened ideas, of which the "World's Chinese Students' Journal" is such a striking example, must ultimately break down official prejudices in all cases; where self-interest has hardened the soul to all extraneous influence.—*N. G. D. News.*

When the manager of Messrs. Hoosainali and Company—a draper shop at No. 33, Vozar Road Central—entered his store one evening, after being away a couple of days, he saw that thieves had entered

place during his absence and carried on to the value of \$35. The store is at the corner of Des Voeux Road and Douglas Street and there is an electric lamp outside to make things safe, so he thought, a light might burning in the place. For some past work was taken in hand to shift the firm's premises, and last evening the truck-load of goods was removed, but still remained in the shop the water and the coolies' private effects. At seven o'clock the manager locked up the shop and went over to the new establishment.

after he had departed the robbers' foot-
entrance into the adjoining house—No. 4,
unoccupied dwelling. Then cutting a
through the wall they entered the place,
annexed the clothing and left. Nothing
known of the robbery until the manager
covered it. The police at the Central
Station were then notified, but there was
chance of a capture being effected.

HONGKONG GYMKHANA CLUB.

FOURTH MEETING.

Following is the programme of the fourth meeting to be held at the Happy Valley, on Saturday, 27th prox. (weather permitting).

1.—4 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—Handicap.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by H. P. White, Esq., and prize: \$25. (Entrance fees go to winner.) In the event of there being less than five entries and prize \$15.

2.—4.20 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Catch weights at 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000. Non-winning subscription griffin allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first, 3 for a second, and 2 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup will be presented by Commodore H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

3.—4.40 p.m.—LADIES' NOMINATION.—Cos-tume Race.—About 200 yards round a pond. Prize for the first man in. Prize for best costume, adjudged by a sub-committee, to be appointed by the committee of the Gymkhana Club. Entrance fee \$3. Prizes presented by the Club. Intending competitors please note post entries will not be accepted for this event.

4.—5.20 p.m.—JUMPING COMPETITION.—Open to all China ponies. To be ridden by members of the Gymkhana Club or officers of the Army or Navy. Three heights over a bar. Each competitor allowed one run at each height. Entrance fee \$5. 1st prize presented, 2nd prize: \$15. Intending competitors please note that post entries will not be accepted for this event. In the event of there being less than 5 entries and prize \$15.

5.—5.45 p.m.—TENT-PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhana seasons to count marks scored by them at this meeting towards aggregate only. Mementoes presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhana meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd. Post entries.

6.—6.05 p.m.—WELTER RACE.—Half a mile. For all China ponies passed as such by the committee of the Gymkhana Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 125, 170, 210, 250, 290, 330, 370, 410, 450, 490, 530, 570, 610, 650, 690, 730, 770, 810, 850, 890, 930, 970, 1010, 1050, 1090, 1130, 1170, 1210, 1250, 1290, 1330, 1370, 1410, 1450, 1490, 1530, 1570, 1610, 1650, 1690, 1730, 1770, 1810, 1850, 1890, 1930, 1970, 2010, 2050, 2090, 2130, 2170, 2210, 2250, 2290, 2330, 2370, 2410, 2450, 2490, 2530, 2570, 2610, 2650, 2690, 2730, 2770, 2810, 2850, 2890, 2930, 2970, 3010, 3050, 3090, 3130, 3170, 3210, 3250, 3290, 3330, 3370, 3410, 3450, 3490, 3530, 3570, 3610, 3650, 3690, 3730, 3770, 3810, 3850, 3890, 3930, 3970, 4010, 4050, 4090, 4130, 4170, 4210, 4250, 4290, 4330, 4370, 4410, 4450, 4490, 4530, 4570, 4610, 4650, 4690, 4730, 4770, 4810, 4850, 4890, 4930, 4970, 5010, 5050, 5090, 5130, 5170, 5210, 5250, 5290, 5330, 5370, 5410, 5450, 5490, 5530, 5570, 5610, 5650, 5690, 5730, 5770, 5810, 5850, 5890, 5930, 5970, 6010, 6050, 6090, 6130, 6170, 6210, 6250, 6290, 6330, 6370, 6410, 6450, 6490, 6530, 6570, 6610, 6650, 6690, 6730, 6770, 6810, 6850, 6890, 6930, 6970, 7010, 7050, 7090, 7130, 7170, 7210, 7250, 7290, 7330, 7370, 7410, 7450, 7490, 7530, 7570, 7610, 7650, 7690, 7730, 7770, 7810, 7850, 7890, 7930, 7970, 8010, 8050, 8090, 8130, 8170, 8210, 8250, 8290, 8330, 8370, 8410, 8450, 8490, 8530, 8570, 8610, 8650, 8690, 8730, 8770, 8810, 8850, 8890, 8930, 8970, 9010, 9050, 9090, 9130, 9170, 9210, 9250, 9290, 9330, 9370, 9410, 9450, 9490, 9530, 9570, 9610, 9650, 9690, 9730, 9770, 9810, 9850, 9890, 9930, 9970, 10010, 10050, 10090, 10130, 10170, 10210, 10250, 10290, 10330, 10370, 10410, 10450, 10490, 10530, 10570, 10610, 10650, 10690, 10730, 10770, 10810, 10850, 10890, 10930, 10970, 11010, 11050, 11090, 11130, 11170, 11210, 11250, 11290, 11330, 11370, 11410, 11450, 11490, 11530, 11570, 11610, 11650, 11690, 11730, 11770, 11810, 11850, 11890, 11930, 11970, 12010, 12050, 12090, 12130, 12170, 12210, 12250, 12290, 12330, 12370, 12410, 12450, 12490, 12530, 12570, 12610, 12650, 12690, 12730, 12770, 12810, 12850, 12890, 12930, 12970, 13010, 13050, 13090, 13130, 13170, 13210, 13250, 13290, 13330, 13370, 13410, 13450, 13490, 13530, 13570, 13610, 13650, 13690, 13730, 13770, 13810, 13850, 13890, 13930, 13970, 14010, 14050, 14090, 14130, 14170, 14210, 14250, 14290, 14330, 14370, 14410, 14450, 14490, 14530, 14570, 14610, 14650, 14690, 14730, 14770, 14810, 14850, 14890, 14930, 14970, 15010, 15050, 15090, 15130, 15170, 15210, 15250, 15290, 15330, 15370, 15410, 15450, 15490, 15530, 15570, 15610, 15650, 15690, 15730, 15770, 15810, 15850, 15890, 15930, 15970, 16010, 16050, 16090, 16130, 16170, 16210, 16250, 16290, 16330, 16370, 16410, 16450, 16490, 16530, 16570, 16610, 16650, 16690, 16730, 16770, 16810, 16850, 16890, 16930, 16970, 17010, 17050, 17090, 17130, 17170, 17210, 17250, 17290, 17330, 17370, 17410, 17450, 17490, 17530, 17570, 17610, 17650, 17690, 17730, 17770, 17810, 17850, 17890, 17930, 17970, 18010, 18050, 18090, 18130, 18170, 18210, 18250, 18290, 18330, 18370, 18410, 18450, 18490, 18530, 18570, 18610, 18650, 18690, 18730, 18770, 18810, 18850, 18890, 18930, 18970, 19010, 19050, 19090, 19130, 19170, 19210, 19250, 19290, 19330, 19370, 19410, 19450, 19490, 19530, 19570, 19610, 19650, 19690, 19730, 19770, 19810, 19850, 19890, 19930, 19970, 20010, 20050, 20090, 20130, 20170, 20210, 20250, 20290, 20330, 20370, 20410, 20450, 20490, 20530, 20570, 20610, 20650, 20690, 20730, 20770, 20810, 20850, 20890, 20930, 20970, 21010, 21050, 21090, 21130, 21170, 21210, 21250, 21290, 21330, 21370, 21410, 21450, 21490, 21530, 21570, 21610, 21650, 21690, 21730, 21770, 21810, 21850, 21890, 21930, 21970, 22010, 22050, 22090, 22130, 22170, 22210, 22250, 22290, 22330, 22370, 22410, 22450, 22490, 22530, 22570, 22610, 22650, 22690, 22730, 22770, 22810, 22850, 22890, 22930, 22970, 23010, 23050, 23090, 23130, 23170, 23210, 23250, 23290, 23330, 23370, 23410, 23450, 23490, 23530, 23570, 23610, 23650, 23690, 23730, 23770, 23810, 23850, 23890, 23930, 23970, 24010, 24050, 24090, 24130, 24170, 24210, 24250, 24290, 24330, 24370, 24410, 24450, 24490, 24530, 24570, 24610, 24650, 24690, 24730, 24770, 24810, 24850, 24890, 24930, 24970, 25010, 25050, 25090, 25130, 25170, 25210, 25250, 25290, 25330, 25370, 25410, 25450, 25490, 25530, 25570, 25610, 25650, 25690, 25730, 25770, 25810, 25850, 25890, 25930, 25970, 26010, 26050, 26090, 26130, 26170, 26210, 26250, 26290, 26330, 26370, 26410, 26450, 26490, 26530, 26570, 26610, 26650, 26690, 26730, 26770, 26810, 26850, 26890, 26930, 26970, 27010, 27050, 27090, 27130, 27170, 27210, 27250, 27290, 27330, 27370, 27410, 27450, 27490, 27530, 27570, 27610, 27650, 27690, 27730, 27770, 27810, 27850, 27890, 27930, 27970, 28010, 28050, 28090, 28130, 28170, 28210, 28250, 28290, 28330, 28370, 28410, 28450, 28490, 28530, 28570, 28610, 28650, 28690, 28730, 28770, 28810, 28850, 28890, 28930, 28970, 29010, 29050, 29090, 29130, 29170, 29210, 29250, 29290, 29330, 29370, 29410, 29450, 29490, 29530, 29570, 29610, 29650, 29690, 29730, 29770, 29810, 29850, 29890, 29930, 29970, 30010, 30050, 30090, 30130, 30170, 30210, 30250, 30290, 30330, 30370, 30410, 30450, 30490, 30530, 30570, 30610, 30650, 30690, 30730, 30770, 30810, 30850, 30890, 30930, 30970, 31010, 31050, 31090, 31130, 31170, 31210, 31250, 31290, 31330, 31370, 31410, 31450, 31490, 31530, 31570, 31610, 31650, 31690, 31730, 31770, 31810, 31850, 31890, 31930, 31970, 32010, 32050, 32090, 32130, 32170, 32210, 32250, 32290, 32330, 32370, 32410, 32450, 32490, 32530, 32570, 32610, 32650, 32690, 32730, 32770, 32810, 32850, 32890, 32930, 32970, 33010, 33050, 33090, 33130, 33170, 33210, 33250, 33290, 33330, 33370, 33410, 33450, 33490, 33530, 33570, 33610, 33650, 33690, 33730, 33770, 33810, 33850, 33890, 33930, 33970, 34010, 34050, 34090, 34130, 34170, 34210, 34250, 34290, 34330, 34370, 34410, 34450, 34490, 34530, 34570, 34610, 34650, 34690, 34730, 34770, 34810, 34850, 34890, 34930, 34970, 35010, 35050, 35090, 35130, 35170, 35210, 35250, 35290, 35330, 35370, 35410, 35450, 35490, 35530, 35570, 35610, 35650, 35690, 35730, 35770, 35810, 35850, 35890, 35930, 35970, 36010, 36050, 36090, 36130, 36170, 36210, 36250, 36290, 36330, 36370, 36410, 36450, 36490, 36530, 36570, 36610, 36650, 36690, 36730, 36770, 36810, 36850, 36890, 36930, 36970, 37010, 37050, 37090, 37130, 37170, 37210, 37250, 37290, 37330, 37370, 37410, 37450, 37490, 37530, 37570, 37610, 37650, 37690, 37730, 37770, 37810, 37850, 37890, 37930, 37970, 38010, 38050, 38090, 38130, 38170, 38210, 38250, 38290, 38330, 38370, 38410, 38450, 38490, 38530, 38570, 38610, 38650, 38690, 38730, 38770, 38810, 38850, 38890, 38930, 38970, 39010, 39050, 39090, 39130, 39170, 39210, 39250, 39290, 39330, 39370, 39410, 39450, 39490, 39530, 39570, 39610, 39650, 39690, 39730, 39770, 39810, 39850, 39890, 39930, 39970, 40010, 40050, 40090, 40130, 40170, 40210, 40250, 40290, 40330, 40370, 40410, 40450, 40490, 40530, 40570, 40610, 40650, 40690, 40730, 40770, 40810, 40850, 40890, 40930, 40970, 41010, 41050, 41090, 41130, 41170, 41210, 41250, 41290, 41330, 41370, 41410, 41450, 41490, 41530, 41570, 41610, 41650, 41690, 41730, 41770, 41810, 41850, 41890, 41930, 41970, 42010, 42050, 42090, 42130, 42170, 42210, 42250, 42290, 42330, 42370, 42410, 42450, 42490, 42530, 42570, 42610, 42650, 42690, 42730, 42770, 42810, 42850, 42890, 42930, 42970, 43010, 43050, 43090, 43130, 43170, 43210, 43250, 43290, 43330, 43370, 43410, 43450, 43490, 43530, 43570, 43610, 43650, 43690, 43730, 43770, 43810, 43850, 43890, 43930, 43970, 44010, 44050, 44090, 44130, 44170, 44210, 44250, 44290, 44330, 44370, 44410, 44450, 44490, 44530, 44570, 44610, 44650, 44690, 44730, 44770, 44810, 44850, 44890, 44930, 44970, 45010, 45050, 45090, 45130, 45170, 45210, 45250, 45290, 45330, 45370, 45410, 45450, 45490, 45530, 45570, 45610, 45650, 45690, 45730, 45770, 45810, 45850, 45890, 45930, 45970, 46010, 46050, 46090, 46130, 46170, 46210, 46250, 46290, 46330, 46370, 46410, 46450, 46490, 46530, 46570, 46610, 46650, 46690, 46730, 46770, 46810, 46850, 46890, 46930, 46970, 47010, 47050, 47090, 47130, 47170, 47210, 47250, 47290, 47330, 47370, 47410, 47450, 47490, 47530, 47570, 47610, 47650, 47690, 47730, 47770, 47810, 47850, 47890, 47930, 47970, 48010, 48050, 48090, 48130, 48170, 48210, 48250, 48290, 48330, 48370, 48410, 48450, 48490, 48530, 48570, 48610, 48650, 48690, 48730, 48770, 48810, 48850, 48890, 48930, 48970, 49010, 49050, 49090, 49130, 49170, 49210, 49250, 49290, 49330, 49370, 49410, 49450, 49490, 49530, 49570, 49610, 49650, 49690, 49730, 49770, 49810, 49850, 49890, 49930, 49970, 50010, 50050, 50090, 50130, 50170, 50210, 50250, 50290, 50330, 50370, 50410, 50450, 50490, 50530, 50570, 50610, 50650, 50690, 50730, 50770, 50810, 50850, 50890, 50930, 50970, 51010, 51050, 51090, 51130, 51170, 51210, 51250, 51290, 51330, 51370, 51410, 51450, 51490, 51530, 51570, 51610, 51650, 51690, 51730, 51770, 51810, 51850, 51890, 51930, 51970, 52010, 52050, 52090, 52130, 52170, 52210, 52250, 52290, 52330, 52370, 52410, 52450, 52490, 52530, 52570, 52610, 52650, 52690, 52730, 52770, 52810, 52850, 52890, 52930, 52970, 53010, 53050, 53090, 53130, 53170, 53210, 53250, 53290, 53330, 53370, 53410, 53450, 53490, 53530, 53570, 53610, 53650, 53690, 53730, 53770, 53810, 53850, 53890, 53930, 53970, 54010, 54050, 54090, 54130, 54170, 54210, 54250, 54290, 54330, 54370, 54410, 54450, 54490, 54530, 54570, 54610, 54650, 54690, 54730, 54770, 54810, 54850, 54890, 54930, 54970, 55010, 55050, 55090, 55130, 55170, 55210, 55250, 55290, 55330, 55370, 55410, 55450, 55490, 55530, 55570, 55610, 55650, 55690, 55730, 55770, 55810, 55850, 55890, 55930, 55970, 56010, 56050, 56090, 56130, 56170, 56210, 56250, 56290, 56330, 56370, 56410, 56450, 56490, 56530, 56570, 56610, 56650, 56690, 56730, 56770, 56810, 56850, 56890, 56930, 56970, 57010, 57050, 57090, 57130, 57170, 57210, 57250, 57290, 57330, 57370, 57410, 57450, 57490, 57530, 57570, 57610, 57650, 57690, 57730, 57770, 57810, 57850, 57890, 57930, 57970, 58010, 58050, 58090, 58130, 58170, 58210, 58250, 58290, 58330, 58370, 58410, 58450, 58490, 58530, 58570, 58610, 58650, 58690, 58730, 58770, 58810, 58850, 58890, 58930, 58970, 59010, 59050, 59090, 59130, 59170, 59210, 59250, 59290, 59330, 59370, 59410, 59450, 59490, 59530, 59570, 59610, 59650, 59690, 59730, 59770, 59810, 59850, 59890, 59930, 59970, 60010, 60050, 60090, 60130, 60170, 60210, 60250, 60290, 60330, 60370, 60410, 60450, 60490, 60530, 60570, 60610, 60650, 60690, 60730, 60770, 60810, 60850, 60890, 60930, 60970, 61010, 61050, 61090, 61130, 61170, 61210, 61250, 61290, 61330, 61370, 61410, 61450, 61490, 61530, 61570, 61610, 61650, 61690, 61730, 61770, 61810, 61850, 61890, 61930, 61970, 62010, 62050, 62090, 62130, 62170, 62210, 62250, 62290, 62330, 62370, 62410, 62450, 62490, 62530, 62570, 62610, 62650, 62690, 62730, 62770, 62810, 62850, 62890, 62930, 62970, 63010, 63050

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:-

- Signal No. 1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1/4 UM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:-

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. Sal Kung.
Stanley. Tai Po.
Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

W. DOBERCK,
Director.

27th May, 1907.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. At each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH.

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new) Do.	70,000 40,000	\$125 \$125	\$125 \$62 1/2	{ \$1,000,000 \$11,000,000 \$250,000 }	\$7,721,558	{ 4 1/2% and bonus of 1/2 @ Ex. 2/31= } \$24.33 making \$40.80 for 1906	4 1/2 %	\$68 1/2 ex B. issue \$72 1/2 new issue London & Barb- ex new issue London & Barb- D. issue first call \$55
National Bank of China, Limited.	99,925	£7	£6	{ £12,735 £300,000 }	\$71,293	\$2 (London 3/6) for 1905	7 1/2	\$70 buyers
MARINE INSURANCES.								
San-ton Insurance Office, Limited	10,000	£250	\$50	{ £1,675,000 £200,000 £110,000 £10,000 }	\$235,638	\$20 for 1905	7 1/2	\$70 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 50,000 }	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex } 2/10 1/2 10 per cent	6 1/2 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 £70,000 \$456,407 £125,137 1/2 \$87,638 \$8,000 \$130,287 \$15,527 \$100,000 \$20,469 \$7,616 }	\$1,464.0	{ Final of \$12 making \$48 for 1905 and } Interim of 13 1/2 for 1906	5 1/2 %	\$77 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$100,000 \$15,527 \$100,000 \$20,469 \$7,616 }	\$401,467	1 1/2 for year ending 31.12.05	6 1/2 %	1180
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$100,000 \$15,527 \$100,000 \$20,469 \$7,616 }	\$362,080	\$5 and bonus \$2 for 1905	9 1/2 %	188
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$15,527 \$100,000 \$20,469 \$7,616 }	\$435,236	\$40 for 1905	12 1/2 %	\$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited.	30,000	\$25	\$24	{ \$7,000 \$264,638 \$95,562 }	\$365	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$250,000 \$144,386 £120,000 £280,958 £3,999 }	Nil.	\$2 1/2 for year ended 30. 1906	6 1/2 %	\$48
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$600,000 \$144,386 £120,000 £280,958 £3,999 }	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	129 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £3,999 £4,000 £4,000 £4,000 £4,000 £4,000 }	£14.2	10 1/2 @ ex. 2/1 9/16 = \$4.64 1905	11 1/2 %	170
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 £400,000 £4,000 £4,000 £4,000 £4,000 }	Tls. 13,327	{ Final of Tls. 31 making Tls. 51 (Pref.) and } Final of Tls. 3 making Tls. 51 (Ord.) for 1906 Interim of 1/2 (Coupon No. 8) for a/c 1907	10 1/2 %	Tls. 47 Tls. 10 buyers 4 1/2 buyers
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	{ £5,067,141 \$5,067,141 £5,067,141 £5,067,141 £5,067,141 £5,067,141 }	\$5,955,610	{ \$1.00 for year ending 30.1.1907 } \$0.50	4 1/2 %	125 \$14
Star Ferry Company, Limited	{ 10,000 10,000 }	\$10 \$10	\$5 \$5	{ Tls. 98,000 £10,000 £10,000 £10,000 £10,000 £10,000 }	\$137	Final of Tls. 2 making Tls. 6 for 1906	12 1/2	Tls. 48
Paku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 64,000 £10,000 £10,000 £10,000 £10,000 £10,000 }	18,730	Final of Tls. 3 making Tls. 6 for 1906	12 1/2	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none }	19,218	8 for year ending 31.12.06	8 1/2 %	\$100 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none £100,000 }	Nil.	4 1/2 for 1907	none	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 none }	Tls. 8,935	Tls. 4 (8 1/2 % for year ending 31.8.06	4 1/2 %	Tls. 89 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 £25,011 none }	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 1/2 %	Tls. 1570 sellers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ £25,011 none }	G \$909,050	Interim of 50 cents for account 1906	12 1/2	G \$15
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 none }	£8,745	No. 12 of 1/- = 48 cents	16	16
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £64,124 £10,000 £10,000 £10,000 £10,000 £10,000 }	\$16,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ £33,152 £30,000 £40,500 £100,000 £1,000,000 £487,210 }	\$3,047	Final of \$24 making \$5 for 1906	6 1/2 %	178
Whampoa and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ £40,500 £100,000 £1,000,000 £487,210 }	\$400,933	\$6 for 2nd half-year making \$12 for 1906	12 1/2 %	\$102
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %	Tls. 75 buyers
Hongkong and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	Tls. 25,117	{ Final of Tls. 10 making Tls. 18 for year } ending 31.12.06 on old capital	7 1/2 %	Tls. 219 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 50,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	Tls. 12,936	Tls. 18 for 1905	8 1/2 %	Tls. 212 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 £30,000 £30,000 £30,000 £30,000 £30,000 }	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2 %	Tls. 103
Star House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ £30,000 £30,000 £30,000 £30,000 £30,000 £30,000 }	\$8,418	\$5 for year ended 30.6.1906	10 1/2 %	\$28
Central Stores, Limited	50,723	\$15	\$15	{ £3,000 £3,000 £3,000 £3,000 £3,000 £3,000 }	\$9,178	\$1.80 for 1906	12 1/2 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ £64,071 £26,075 £125,000 £125,000 £125,000 £125,000 }	\$371	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ £125,000 £125,000 £125,000 £125,000 £125,000 £125,000 }	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$100 ex div.
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 29,783 £125,000 £125,000 £125,000 £125,000 £125,000 }	Tls. 1,935	Final of 6 1/2 = 10 1/2 for 1905	12 1/2 %	Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none £20,000 £20,000 £20,000 £20,000 £20,000 }	\$4,999	Final of \$6 making \$10	12 1/2 %	\$80
Empire Estate & Finance Company, Limited	150,000	\$10	\$10	{ £20,000 £20,000 £20,000 £20,000 £20,000 £20,000 }	\$11,567	80 cents for 1906	7 1/2 %	\$104
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none £20,000 £20,000 £20,000 £20,000 £20,000 }	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 860,493 £170,000 none }	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 170,000 none }	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	\$50
COTTON MILLS.								
Wu Chien Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 £45,939 £110,000 }	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$21,660	\$1 1/2 for the year ending 31.7.06	11 1/2 %	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 none }	Tls. 35,211	Tls. 6 for year ended 30.9.06 (8 1/2 %)	12 1/2 %	Tls. 50
Yan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	10,000	Tls. 100	Tls. 100	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	Tls. 31,469	Tls. 8 for 1906	9 1/2 %	Tls. 8 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257 none }	Tls. 50,663	Tls. 50 for 1906	15 1/2 %	Tls. 325
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £814 £814 £814 £814 £814 }	\$906	\$7 for 1906	8 1/2 %	187 1/2 buyers
Wells Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	{ £814 £814 £814 £814 £814 £814 }	£856	1 1/2 per share for 1905	8 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ £50,000 £50,000 £50,000 £50,000 £50,000 £50,000 }	\$65	\$5 for 1905	12 1/2 %	\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	Nil.	\$1 for 1904	15 1/2 %	\$9.30 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 none }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$25,000	60 cents for year ended 28.2.06	9 1/2 %	\$3 1/2
Do. Do. special shares	50,000	\$1	\$1	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	\$15,000	80 cents for 1906	9 1/2 %	\$5
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$185	\$1.50 for year ending 31.7.1906	8 1/2 %	\$15 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$2,555	Interim of 50 cents per share for a/c 1907	9 1/2 %	\$11
Green Island Cement Company, Limited	400,000	\$10	\$10	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$10,804	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hall & Holz, Limited	21,000	\$20	\$20	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$15,002	\$1 per share for year ending 28.2.07	7 1/2 %	\$14 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	\$1,913	Final of \$18 making \$22 for yr. ending 31.12.06	9 1/2 %	\$24 1/2
Hongkong Ice Company, Limited	15,000	£25	£25	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$14,361	\$2.00 for year ending 31.12.06	9 1/2 %	\$23 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ £110,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$14,212	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	Tls. 310 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 27,603 none }	Tls. 10,374	Final of Tls. 31 making Tls. 51 (Pref.) and Final of Tls. 3 making Tls. 51 (Ord.) for 1906 Interim of 1/2 (Coupon No. 8) for a/c 1907	9 1/2 %	\$10 1/2 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	\$2,655	\$1 per share for year ending 31.12.06	9 1/2 %	\$10 1/2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	\$2,655	\$1 per share for year ending 31.12.06	9 1/2 %	\$10 1/2 buyers
Philippine Company, Limited	97,500	\$10	\$10	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	\$2,655	\$1 per share for year ending 31.12.06	9 1/2 %	\$10 1/2 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	Tls. 7,990	Final of Tls. 31 making Tls. 51 (Pref.) and Final of Tls. 3 making Tls. 51 (Ord.) for 1906 Interim of 1/2 (Coupon No. 8) for a/c 1907	4 1/2 %	Tls. 10 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 £110,000 £110,000 £110,000 £110,000 £110,000 }	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	12 1/2 %	Tls. 45 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 67,323 £110,000 £110,000 £110,000 £110,000 £110,000 }	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	12 1/2 %	Tls. 80 sellers
Shanghai-Sum-ta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 22,820 £110,000 £110,000 £110,000 £110,000 £110,000 }	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 120 sales
Shanghai Waterworks Company, Limited	{ 8,175 7,200 7,200 }	{ £20 £20 £20 }	{ £20 £20 £20 }	{ Tls. 190,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	Tls. 85,592	{ Interim div. of 15/- for 1906 } Interim div. of 15/- for 1906 Interim div. of 15/- for 1906	9 1/2 %	Tls. 300 buyers Tls. 270 buyers Tls. 270 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	Or. \$41,934	None	4 1/2 %	\$7
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	\$214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %	Tls. 97
Union Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	{ Tls. 15,295 £110,000 £110,000 £110,000 £110,000 £110,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	9 1/2 %	Tls. 121
United Waterworks Company, Limited	50,000	\$10	\$10	{ none £110,000 £110,000 £110,000 £110,000 £110,000 }	\$349	70 cents on 9,000 ord. shares and \$2.50 on 100 Founders for year ending 31.5.1906	6 1/2 %	\$10 1/2 buyers
Union Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$25,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$762	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$200,000 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$5,482	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2 %	\$8
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 £110,000 £110,000 £110,000 £110,000 £110,000 }	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2 %	\$8

</

The Hongkong Telegraph

(ESTABLISHED 1881)

NEW SERIES No. 5521

晚七十月六年三十三緒光

FRIDAY, JULY 26, 1907.

五拜禮 號六十二月七 英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO.
KOBE.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
HAMBURG.
SHANGHAI.
HANKOW.

CHEFOO.
TIENTSIN.
PEKIN.
NEWOWHANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIOANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

Head Office: YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit:—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [12]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000
—ABOUT MEN \$5,000,000
RESERVE FUND GOLD \$5,000,000
—ABOUT MEN \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3 " "
" 3 " 2 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000)
RESERVE FUND Fl. 5,000,000 (£417,000)

Head Office:—AMSTERDAM.

Head Agency:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$21,000,000
Silver Reserve \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq.
E. Goett, Esq.
A. Haupt, Esq.
C. R. Lenzmann, Esq.
A. J. Raymond, Esq.
E. Shellim, Esq.
R. Shewan, Esq.
H. A. W. Slade, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong:—J. R. M. SMITH

MANAGER:

Shanghai:—H. E. R. HUNTER.

LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [2]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP:—Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1824.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund Fl. 1,628,850.19 (£135,737)

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. BOETTJE,
Manager.

16, Des Vaux Road Central. [19]

Ships.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS
LONDON, &c., via usual Ports { DELTA 27th July. } See Special
of Call { Capt. C. L. Daniel, R.N.R. } Noon. } Advertisement.

MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID { NYANZA About 31st July } Freight and
{ Capt. H. S. Bradshaw } Passage.

SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA { PALMA About 2nd Aug. } Freight only.
{ Capt. G. W. Cockman, R.N.R. } Aug.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th July, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

TRAVELLING REQUISITES.

ALL ENGLISH MADE

Soiled Trunk
Linen and
Bags. Rug
Holdalls. Straps.

LEATHER KIT BAGS.

From \$20.00 each.

LEATHER SUIT CASES.

From \$22.00 each.

LADIES' HAT CASES.

From \$13.50 each.

LANE, CRAWFORD & CO. [35]

ASK FOR
KUPPER'S PILSENER BEER
and see that you get it.
LOOK CAREFULLY AT THE LABEL.
BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
Hongkong, 6th July, 1907. [38]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 28th July.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary. [19]

Hongkong, 22nd July, 1907.

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:—

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony. [545]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. [26]

Hongkong, 21st June, 1907.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required).

ELECTRIC PASSENGER ELEVATOR to each

floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1906. [27]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907. [121]

GRAND OPENING

OF

ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER THE AUSPICES OF THE

CANTON NAM-KEUNG PUBLIC

COLLEGE,

there will be opened to the public at

37, QUEEN'S ROAD CENTRAL

(three doors above Supreme Court),

on

WEDNESDAY, 15th May, 1907,

A GRAND EXHIBITION OF

EXQUISITE ART TREASURES,

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS,

TAPESTRY, ARTISTIC MARBLE

and BRONZE BUSTS and STATUARY,

ANCIENT ARMOUR and IMPLEMENTS

OF WAR, FRENCH and VENETIAN

WARES, Beautiful Articles of Decorative

Furniture, including a Bedroom Suite in

Crystal and a Handsome Roman Chair from

the Vatican, Rare Curios, Bric-a-Brac, Brasses

and other specimens of Vertu collected by con-

noisseurs in Art from many parts of the world

to the order of the Exhibitors.

A nominal fee of FIFTY CENTS will be

charged for admission, the net proceeds of

which will be devoted to the Educational

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons.....Captain H. D. Jones.
 "POWAN," 2,338 "....." W. A. Valentine.
 "FATSHAN," 2,260 "....." C. V. Lloyd.
 "KINSHAN," 1,995 "....." B. Branch.
 "HEUNGSHAN," 1,998 "....." R. D. Thomas.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons.....Captain E. H. Grainger.
 "SUI-TAI," 1,651 "....." G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons.....Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 tons.....Captain J. Willox.
 "NANNING," 369 "....." Mackinnon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTRÊME ORIENT.

S.S. "PAUL BEAU," 1,900 tons; 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons; 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).
 These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.
 Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHONG, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30.
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.
 Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIKINI	JAPAN	Second half July	JAVA PORTS	First half Aug.
TJILIWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJIMAH	JAPAN	First half Aug.	JAVA PORTS	First half Aug.
TJIBODAS	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st floor,
 Hongkong, 25th July, 1907.

Dentistry.

Dr. M. H. OHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

TSIN TING,
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUILAR STREET,
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches (of Steel) or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 608, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. van Soden	SATURDAY, 10 A.M., 27th July, 1907
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	TUESDAY, 9 A.M., 30th July, 1907
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUTHPOLD" Capt. H. Kirchner	about TUESDAY, 30th July, 1907
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. C. Woltemas	WEDNESDAY, Noon, 31st July, 1907
MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Soden	THURSDAY, Noon, 15th Aug., 1907

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

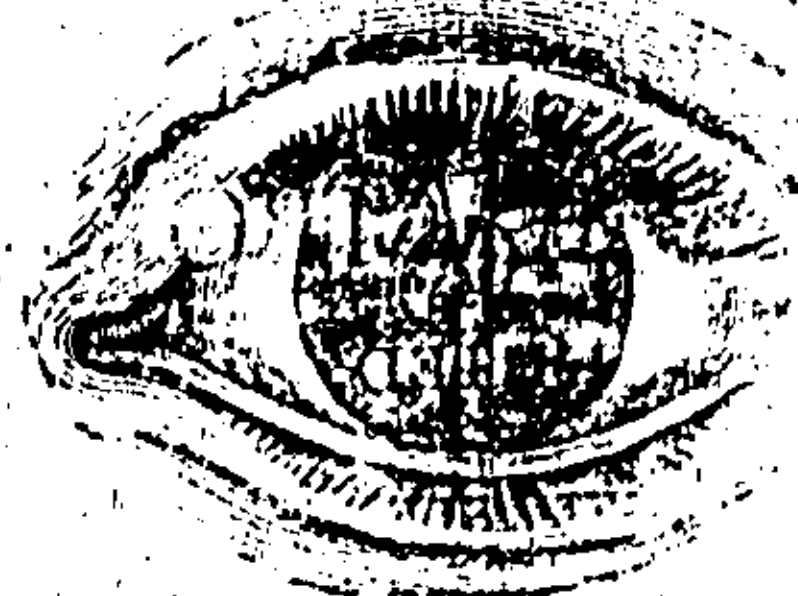
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

Hotel.

VICTORIA HOTEL, (TELEGRAMS—VICTORIA—SHAMKIN), SHAMKIN, CANTON, ON THE BRITISH CONCESSION, H. HAYNES, Manager.

MACAO HOTEL, (TELEGRAMS—FARMER—MACAO), MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE, Capt. T. AUSTIN, R.N.R., Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

"INSTANT READINESS FOR WAR."

We have received from the secretary of the Navy League the following advance proof of leading article to July issue of *The Navy League Journal*—

The phrase, "a fleet instantly ready for war" has been so much in men's mouths of late that it is important for the public to examine what it is its exact meaning. That instant readiness for war is the military ideal no educated seaman or soldier would deny. This readiness is practically attained on land in the case of certain German units near the French frontier, which are always maintained at such strength in time of peace that they could at once take action in the event of hostilities, even without mobilising their reserves. But, generally speaking, the great armies are not maintained in a state of instant readiness. The war mobilisation has to be carried out before they can move off and give or accept battle. This mobilisation is carried out behind the covering troops which are massed on the frontier with the object of preventing the enemy from interfering with the mobilisation and concentration. The time occupied in mobilisation is roughly the same for the two greatest land Powers, so that they stand on equal terms.

A fleet is instantly ready for war when it is in a condition to move on a simple telegram and obtain contact with the enemy. Readiness, therefore, is relative to the situation of the enemy and involves a certain degree of strength for it would be merely courting disaster to obtain contact with the enemy when the force is insufficient to attack him and defeat him. The more vigorous the initial onset, the more resolute the offensive movements of any campaign, the greater will be the confidence of the officers and men who are the instruments by which victory is won. Success is so largely a matter of moral that readiness for war, carrying with it, as it does, the ability to deliver unhesitating, annihilating blows, is perhaps the most important factor in securing victory. The ready fleet will have a high moral because of its readiness and its ability to strike hard; the unready fleet will be disconcerted and disheartened by its feeling of weakness and its doubt in the wisdom of the high command which has placed it at a disadvantage. Once the rank and file distrust the high command, disaster becomes only too probable.

A pitched battle is always a grave and terrible thing. The realisation of this fact has led Continental thinkers, without exception, to adopt the policy of concentration. That is to say, the vital point is determined, and all available force concentrated on that point. The vital point will be in proximity to the main body of the enemy. All efforts are directed to the defeat and destruction of that main body; nothing else is regarded. The greater the force brought to bear against the enemy, the larger the probability of success. On the absence or presence of one battleship or one regiment may depend the issue of a whole war.

One of the most important conditions of success is a definite well-worked out, profoundly meditated plan of campaign, and the means to execute the plan. Napoleon has said "des échecs irréfléchis ne constituent pas la guerre"; and, again, "in war nothing can be attained except by calculation; action which has not been profoundly meditated in all its details will produce no result whatever." The plan of campaign will aim at bringing a superior force to bear upon the enemy in the initial shock; beyond that it cannot be exactly calculated after that point.

In the case of England, there are peculiar conditions which are of importance in studying the meaning of instant readiness for war. The temper of the country is such that it will never take the initiative in a campaign or face the responsibility of beginning a real war. This temper is the result of a certain moral attitude towards war; and, perhaps, also of a certain ignorance of its real nature. It must be taken on an accepted fact, and in fact, if the enemy will probably be given the opportunity of seizing the initiative and making the first move. To meet such a situation a much higher degree of readiness is demanded of the British than of a foreign fleet which has the liberty of determining the precise moment when it will take action, and thus of obtaining an initial and strategic advantage of position. A ready opponent will have causes of quarrel ready, and will not allow us time to alter our dispositions at the last moment, or to bring up reinforcements in the short period of faction which will probably precede war.

The author's Memorandum of 1905 dwells on the difficulty of "taking any action that might even be construed into mere precautionary measures of defence" in the period of fiction. The distinguished French strategist, General Negrier, emphasises this point by declaring that the idea of reinforcing in the period of fiction is quite chimerical, since that is just the moment when any such action would inevitably precipitate war. Moltke has said, "We are not going to wait till France is ready; it is our duty to anticipate events." Bismarck, after the diplomatic storm which followed the "alerte" of 1875, told a foreign diplomatist that "the first notice which the Powers will receive of our intentions on the next occasion will be the thunder of the Prussian guns in Champagne." The Russo-Japanese war powerfully emphasises the advantages of the initiative.

All history enforces the lesson that England must demand the highest possible standard of readiness of her fleet, which is to deal or parry the first blow that she cannot count upon ready reinforcement; and that her dispositions must be prepared with the utmost care. But there are other conditions which impose upon us the imperative need of a state of instant readiness in the main fleet. The normal weakness of our land forces, and the general dislocation which must prevail while the new scheme of organisation is being carried out will certainly give opportunities to an opponent who can resolutely take the offensive and succeed in placing an army ashore on her territory by swift and daring movements. Further, the conditions of the British Empire make victory from the very start, and of the most decisive kind, a necessity. The secret history of the negotiations of 1870 between France, Italy, and Austria has been given by M. Bourgeois, and shows that if France had obtained even modest initial successes in 1870 she would have been assured of allies. And France had no India and Egypt of which to think.

[Continued on page 3.]

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st July to 13th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Secretary.

Hongkong, 22nd July, 1907. [673]

THE WEST-POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per share for the Six Months ending 30th June, 1907, will be payable on the 30th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to MONDAY, the 29th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Co., Ltd.,

General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1907. [653]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 4 per cent. (Two Dollars per Share) for the Six Months ending 30th June, 1907, will be paid on application to those persons who are registered as shareholders in the above Company on the 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 31st July, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 25th July, 1907. [683]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to 1st proximo, both days inclusive.

J. ORDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 25th July, 1907. [687]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TOMORROW,

(SATURDAY), the 27th July, 1907, at 2:30 P.M., at their Sales Rooms, 18, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising—
 DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c.

One GRAND PIANO by The Robinson Piano Co., and One REMINGTON TYPE WRITER.

Catalogues will be issued.
 TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 26th July, 1907. [680]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—
 GOLDING and BARLOW,
 Solicitors,
 10, Queen's Road Central.

Hongkong, 22nd May, 1907. [526]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

WINE, SPIRIT AND COAL MERCHANTS AND

GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S "TOUT"
 in plates and Bity bottles.

FRENCH SYRUPS

GRENADINE, GROKILLE, &c.

VICHY, PERRIER, ROCHEMAURR

AND
 OTHER FRENCH MINERAL WATERS

Large Assortment of CANNED GOODS
 suitable for Family Use.
 Hongkong, 15th May, 1907. [49]

Intimation.

Powell's
ALEXANDRA
BUILDINGS.Have Just
OpenedTHEIR
SPLENDID
COLLECTIONNEW
ART
BEDSPREADSIn all the smartest
and most stylish
washing fabrics.The unique selection
of designs in art
spreads, that we
are now placing
before the public,
will prove to the
most sceptical thatMODERN
BEDROOM
DECORATIONcan be carried out in
a most inexpensive
manner.POWELL'S
ALEXANDRA
BUILDINGS,
HONGKONG.

Hongkong, 20th July, 1907.

"INSTANT READINESS FOR
WAR."

(Continued from page 2.)

The fleet which is to deliver or parry the first blow must be under the command of a man who is to lead it in war, and that commander must have a plan, and must be satisfied that he has the force required to carry out that plan. If he is not satisfied with the conditions imposed upon him by the Government, his duty is clear.

Napoleon's ruling under such conditions is—

"Every commander-in-chief who is ordered to carry out a plan which he regards as bad or disastrous is criminal if he obeys. He must make representations and insist on being replaced, or in the last extremity resign his position rather than be the instrument of ruin to his men and people."

Ministers give instructions to which the general should conform with all his heart and conscience, but these instructions are not military commands and so do not demand a passive obedience.

The judgment of foreign instructed military opinion on Cervera's action in 1898 confirms this view, holds that Cervera committed a great mistake in consenting to carry out a plan of campaign which he knew to be disastrous, and agrees that his only course was to resign when someone should have been found who believed in the proposed plan.

For the satisfactory way training of the instantly ready fleet the commander-in-chief must have all his units under his personal command and inspection. Only in this way can he assure himself of the character of the various captains and the condition of the various units.

He must know exactly what speed he can get out of his battleships, cruisers, destroyers, so that he may be able to tell them off to their various duties. He must know which of his officers are bold and resolute and which are likely to show weakness. If they are placed under independent commanders and only intermittently under his control, several practical difficulties will arise.

The units may be out of reach when he wants them; they may not be in a condition to move instantly; they may not be trained to the tactics which he intends to carry out; they cannot be counted upon confidently and absolutely. Between a vessel which is fully equipped, with a captain accustomed to the commander-in-chief's tactics acquainted with his will and purpose by daily and hourly manoeuvring with him, and by frequent conferences for discussion, and a vessel in a port 100 or 200 miles away, perhaps in need of important repairs, perhaps only half equipped, with a captain unfamiliar with the commander-in-chief's requirements, there is all the difference in the world, though both on paper count the same. A number of such units figuring in any plan introduce into it an element of uncertainty and doubt which prevent vigorous and successful action.

Moreover, where the commander-in-chief has not the units under his direct command, time must be wasted in obtaining them when they are needed. He must telegraph to the Admiralty, and the Admiralty must, after receiving his telegram, authorise addition of the vessels to his command. All that means delays, and when we find that the great Continental Powers strain every nerve to get an advance of a few hours in the mobilisation of their armies, we have an idea of the risk that would be run.

The following, then, will represent the conditions of a British fleet instantly ready for war:

1. Force ample sufficient in the judgment of the commander-in-chief to enable the blow of the enemy to be parried and defeated, allowing for the fact that the enemy will almost certainly have the initiative.

2. That force to be composed of ships under the personal command and control of the commander-in-chief, so that their training can be carried on under his eyes.

3. The ships of the force to be in good condition for war, and kept as far as circumstances permit, fully provided with coal, ammunition and stores, and in such a condition that they can move out and fight on the shortest notice.

4. The ships to be kept concentrated, or so far concentrated that they can be assembled before the enemy can arrive and obtain contact with them, thus avoiding any risk of defeat in detail.

5. The training of the force to be carried out in such a manner that the tactics and shooting will be equal to the demand placed upon them in battle. The officers to be penetrated with the ideas and plans of the commander-in-chief, so that they can display initiative, which is out of the question when captains are not familiar with the intentions of their admiral.

6. The force never to be allowed to fall below the minimum which, in the opinion of the fighting officer, is needed for instant action, and when ships are withdrawn for refit or docking those units to be replaced.

In such an instantly ready force, mobilised ships cannot be certainly counted, because such ships are in the dockyards, and at the critical moment may not be within reach of the fighting commander and because there must be delay (a) in filling up their nucleus crews, (b) in moving them to the point of concentration, while (c), unless frequently mobilised and practised with the main fighting fleet, they will be so inferior in manoeuvring qualities and so strange to the tactics practised that they may be a hindrance rather than a help.

One or two minor points may be noted. The speed of the fleet as a fleet should be superior to that of the possible enemy. Homogeneity should also be aimed at in the units, so as to avoid giving the fighting officer a "fleet of samples." Finally, it will be wise, if there are ships available, to give the commander-in-chief who is selected to do the fighting, and with whom the enormous responsibility of victory or defeat will rest—seeing that he accepts the force and plans assigned to him—a larger fleet than he demands, so as to make assurance doubly sure. If he wants fifteen battleships, and there are twenty available, true wisdom will lie in giving him twenty, since the additional five ships will not only make victory

incomparably more certain, but also will immensely diminish the loss of life in obtaining it and will ensure annihilation of the enemy. The chances of war are so many, the probable effect of a vessel—for instance, serious, that every possible effort should be made to bring to bear the maximum of force. What would have happened to Japan, if, on August 10, 1914, at the crisis of that battle, the magazines of the *Mikasa* had exploded, as they spontaneously exploded a year later at Sasebo? But even such a catastrophe would have had no decisive result had Japan been able to place in line eight or ten battleships against the six Russians.

A good example of an instantly ready fleet to-day in Europe is the German High Sea Fleet. The administration commanding it, Prince Henry of Prussia, has under his inspection practically the entire naval force of Germany. As this fleet will be reconstituted for many years, it will consist of the autumn manoeuvres, it will consist of sixteen battleships of two types, eight of each; four armoured cruisers; eight small cruisers and forty or fifty destroyers, all fully manned. It will have available as a reserve, which can be called up at short notice, but which is not fully manned, four old battleships, eight small battleships of antiquated type, two relatively modern battleships, three armoured cruisers, six protected cruisers, and sixty destroyers and torpedo-boats. The units of the High Sea Fleet are kept as far as possible concentrated, and are constantly manoeuvring in company. The other units occasionally go to sea, and in time of peace have reduced crews. It will be observed that Prince Henry's main fleet is complete in all particulars. It is not composed of battleships and of cruiser alone, but has with it a proportion of torpedo craft. It is thus in a condition to strike at once and use its force to the utmost.

The public will be in a position to judge whether the various British fleets, or any of them, are in a position of instant readiness for war by reflecting how far they fulfil the postulated conditions.

Note.—The main British Fleet, the Channel Fleet, consists of the following units, which are all that are permanently under the orders of its Admiral, and has at the present moment the following nominal strength: Battleships, 14; armoured cruisers, 4; protected cruisers, 5.

The First Cruiser Squadron, usually attached to the Channel Fleet, is now in a very can waters. Its place is temporarily taken by the Fifth Cruiser Squadron. No destroyers are permanently attached to the Admiral's command, but 24 are temporarily placed at his disposal.

To Let.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.,
Hongkong, 4th April, 1907. [71]

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.,
Hongkong, 22nd June, 1907. [187]

TO LET.
A HOUSE in KNOTSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [46]

TO LET.
H. A. THERLEIGH, Conduit Road.
No. 1, RITON TERRACE, Bonham Road.
OFFICES in "KICKS BUILDING" and "YON BUILDING."
GODOWNS on PRAYA EAST.
A HOUSE in CLINTON GARDENS, Conduit Road.
FLATS in MORFON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [619]

TO LET.
HOUSE No. 7, ROSE TERRACE, Kowloon.
HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.
Apply to—
COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Hongkong, 24th April, 1907. [1440]

TO LET.
No. 5, AUSTIN AVENUE, Kowloon.
Possession 1st June, 1907.
Apply to—
COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Hongkong, 24th April, 1907. [1440]

TO LET.
No. 1, WEST END TERRACE, Shamshing, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [67]

TO LET.
A S. from the 11th August next, No. 5, MORRISON HILL.
Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th June, 1907. [624]

TO LET.
LARGE and SPACIOUS GODOWNS No. 6, 9a, 9b, 9c, and 10, PRAYA EAST, at present in the occupation of the Admiralty.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [439]

Intimations.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSAGE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL ADVERTISING CLETHEAS.

CLETHEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDECK, MCGREGOR & Co., Hongkong.

FOUND.

ON the 22nd in front of the Bellevue Hotel last evening, a SMALL KEY. Owner, can have same in application to this office and paying for this advertisement.
Hongkong, 22nd July, 1907. [675]

COLL STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be taken at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
W. M. PARLANE,
Manager.
Hongkong, 22nd June, 1907. [671]

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.20 p.m. Every 15 minutes.
1.20 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.15 p.m. 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [59]

OREGON PINE LUMBER.
DODWELL & COMPANY, LIMITED, have always in stock a supply of the above in all sizes. Prices may be obtained on application.
Hongkong, 25th July, 1907. [682]

HUMBER
CYCLES.THE BEST IN THE
WORLD.Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALESWITH THE LATEST, BEST 3 SPEED GEAR,
GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.

Fortmouth Evening News: "For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, DAQUILLAR STREET and KOWLOON,
Hongkong, 10th July, 1907. [426]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.
THE Steamship

"GLENLOC-V"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No Claims will be recognized if not presented within 14 days of the ship's arrival.
MCGREGOR BROS. & CO.
Hongkong, 21st July, 1907. [668]

HAMBURG-AMERIKA LINIE.
THE H. A. L. Steamship

"SAXONIA"
Captain Habel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd July, 1907. [671]

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE STEAMSHIP "SATSUMA"

FROM NEW YORK AND SINGAPORE.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th July, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.
Hongkong, 19th July, 1907. [662]

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE STEAMSHIP "GHAZEE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.
Hongkong, 19th July, 1907. [662]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLUCHE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd July, 1907. [679]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ARCADIA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex S.S. Moldavia*.
From Persian Gulf, *ex B.I.S.N. and B. & P. S. N. Co's Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 hours.

Goods not cleared by the 1st August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 25th July, 1907. [3]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.
THE Steamship

"MONMOUTHSHIRE,"
Captain G. E. Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 31st inst., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,
Agents.
Hongkong, 25th July, 1907. [684]

S.S. "SALAZIE."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London *ex S.S. Charente and Medoa*, from Havre *ex S.S. Medoa*, and from Bordeaux *ex S.S. Villa d'Aras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, on, unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 29th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 29th July, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd July, 1907. [19]

THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 19th September, 1907. [66]

Intimation.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE LEADING
WHISKY

THROUGHOUT THE EAST

FOR OVER

20 YEARS.

WATSON'S

VERY OLD LIQUEUR

E BLEND
SCOTCH
WHISKY.

\$15.00 - - - per case.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th July, 1907.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 26, 1907.

IS HONGKONG RETROGRADING?

In presence of the importance of the question of the valuation of property in Hongkong which assumed such prominence before the Public Health and Buildings Ordinance Commission, the assessment report for the year 1907-1908, which was laid before the Legislative Council this afternoon, is of more than ordinary interest. For a number of years the report which the Assessor has had to present to the public has shown a continuity in the progressive development not only of the city of Victoria but also of the outlying villages and of the important townships of Kowloon and Yau-ma-tei. But the report now under notice furnishes a break in the pleasing continuity which we have been accustomed to. Taking the Colony as a whole, as compared with the preceding valuation, that for the current year amounts to \$10,654,338, against \$10,930,273, being a total decrease of \$275,935, the whole amount being set against the city of Victoria, whereas the Hill District and villages in Hongkong, Kowloon Point and Kowloon villages are returned with increases amounting to \$29,557 and \$9,898, respectively. The assessed value of properties for rateable purposes in the Hill District and Hongkong villages is \$537,586, and that of Kowloon Point and Kowloon villages \$1,224,547. It will thus be seen that, deducting the increases assigned as above, there is a total net decrease in the rateable value of properties in the Colony of \$275,935 or a percentage of 2.52 as compared with the valuation for last year. New Kowloon shows a remarkable increase of 58.83 per cent., the comparative figures for the two years being \$38,930 and \$61,835. Whether the prosperity of the City of Victoria had reached its zenith as some people contend and the fulcrum of future development of the Colony shifted over to Kowloon; or whether, as the witnesses before the Sanitary Commission argue, the enforcement of the Public Health Ordinance had materially reduced the value of Chinese tenement houses in Hongkong, there is nothing in the bare report of Mr. Assessor Chapman to lead one to a satisfactory deduction. The fact, nevertheless, remains that, so far as rents are concerned, properties (whether European or Chinese is not stated) have depreciated in value, with the consequential result that in the forthcoming budget which our new Governor will have to present to the Council in September yet another item of revenue promises to show a reduction in amount. The outlook is certainly not pleasing to contemplate especially when it is considered that the mainstay of the Colony's receipts, namely, the Opium Revenue, is

threatened with extinction at any moment. Moreover, by a fatuous policy of the so-called holders of the public purse strings of the Colony in the Legislative Council, the taxpayers are mulcted for the next three years in a sum approximating \$100,000 per annum for treble exchange compensation to sterling-paid officers in the Government Service. Sir Frederick Lugard succeeds his predecessor at a moment when the financial outlook of the Colony is in anything but a roscate condition, and if our new Governor should succeed in staving off extra taxation he will deserve well of the Colony for one of the first public acts which, we venture to think, will have to receive his earliest consideration.

LOCAL AND GENERAL.

THE French mail of the 25th June was delivered in London on the 25th inst.

WE are requested to state that the Hongkong Volunteer Parade on Sunday will be at 9 a.m. at Head Quarters.

H.E. VICEROY Yuan Shih Kai has issued instructions to the Generals commanding Corps in the Peiyang Army to undertake a series of night manoeuvres according to modern tactics.

SERGEANT Appleton, of Yau-ma-tei Police Station, charged a coolie—Fong Shun—before Mr. G. N. Orme, at the Police Court, to-day, and got him fined \$10, the alternative being fourteen days, for having in his possession two iron chains, with hooks attached, suspected of having been stolen from some cargo-bout last night.

THE following official changes will take place next week in consequence of the arrival in Hongkong of Sir Fred. Lugard, Hongkong's new governor:—Mr. F. H. May to revert to his substantive post as Colonial Secretary; Mr. Thomson, as Treasurer; Mr. Ross as new Territory magistrate, and Mr. Messers as Postmaster General for two months.

POLICE Constable Garner found three men sleeping in Blake Gardens yesterday afternoon and arrested them. They were charged before Mr. G. N. Orme, this morning, at the Police Court, with the offence, "It was all an accident," said one of the accused. "We went there for fresh air and fell asleep." They had to pay \$2 apiece, nevertheless.

It will be seen from our advertisement columns that the formation of an infantry company, with a detachment of cyclists, in connection with the Hongkong Volunteer Corps, has been proposed. Considering the number of cyclists in Hongkong and Kowloon there should be no difficulty in getting together a sufficient number of men for the proposed company of Volunteers.

THE general balance sheet and profit and loss account to 31st December, 1906, of the Netherlands Trading Society show that after making a special reserve of £300,000 (£250,000) deducting current expenses, and writing off bad debts, and with the addition of the balance brought forward from 1905, the net profits amount to £414,823.65 (£345,702), out of which, after providing for the statutory reserve to the extent of £137,375 (£31,531), a dividend of 8% has been declared.

WONG YAU, a coolie, living in Temple Street, Yau-ma-tei, was charged at the instance of Isaac Turner, head watchman of the Hongkong and Whampoa Dock Co., Ltd., at the Police Court, yesterday with the larceny of twenty-six steel chisels and punches, valued at \$167, the property of the docks. Accused was arrested on Wednesday leaving the yard with the goods. He pleaded guilty to the charge, and Mr. Orme passed sentence of six weeks' hard labour and six hours' stocks.

LAST NIGHT, a Chinaman, name unknown, was removed to the Government Civil Hospital, by the police, suffering from severe injuries to his head and arms, the result of being knocked down by an electric tramcar. The accident occurred in Des Voeux Road, off Lee Yuen Street. The police can find no one who saw the accident, but they believe that the man—a green hand from the country—became so interested on seeing the car that he failed to leave the track and was struck. He is expected to leave hospital in the course of a few days.

BLAZO WUKOWITSCH, a Russian, forty-seven years of age, who gave his profession as an architect, residing at the Connaught House Hotel, was arrested yesterday morning in the city. Mons. H. Bourgeois, the acting French Consul, gave the information to the police. Wukowitsch is wanted by the Russian Government for, it is reported, grand larceny. He is alleged to have left Russia with several thousand dollars worth of watches. He was charged before Mr. F. A. Hazeland, at the Police Court, and ordered to be held in police custody until the arrival of the extradition papers.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the 3rd Batt. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 27th inst.:—
March "Fairy Glen" Payne
Valse "Syring" Taylor
Selection "The Flight of the Dove" Sullivan
Selection "The Flight of the Dove" Sullivan
Two-Step "The Orchid" Caryl
Regimental Marches
God Bless the Prince of Wales.
God Save the King.

SIR FREDERICK LUGARD.

ARRANGEMENTS ON ARRIVAL.

FOR SUNDAY AND MONDAY.

The official programme of arrangements on the arrival of His Excellency Sir F. D. Lugard, K.C.M.G., C.B., D.S.O., is as follows:—
SUNDAY, 28TH JULY, 1907.

The *a.s. Empress of Japan* will be met by the Harbour Master in the launch *Victoria*. His Excellency will land at Blake Pier at 10.00 a.m.

Artillery salute on landing.
Guard of Honour at landing place.

Received on the pier by His Excellency the Officer Administering the Government.

Introductions of General and Military Officers; Commodore and Naval Officers; Members of Councils and Foreign Consular Representatives.

(Note:—After introduction to General and before introductions to Officers, the Guard of Honour will be inspected.)

Proceed to Tram Station for "Mountain Lodge" escorted by Mounted Troop. Route lined by Troops and Volunteers.

MONDAY, 29TH JULY, 1907.

10.00 a.m. proceed to Council Chamber, route lined by Police.

Guard of Honour at the Government offices.

Members of Councils, leading officials and others present.

The Chief Justice reads the Commission, and administers the oaths of office.

Guard of Honour salutes and the Band plays six bars of the National Anthem.

Artillery salute.

Inspection of Guard of Honour.

Leave for Government House (or "Mountain Lodge") Route lined by Police.

MILITARY ARRANGEMENTS.

The military arrangements are as follows:—

Troops will line the streets, strengths and positions in accordance with plan issued to those concerned and will be in position by 9.30 a.m. Dress—Review Order—Khaki.

A Guard of Honour of the 3rd Middlesex Regiment in accordance with para 64 of King's Regulations will be formed up on Blake Pier at 9.45 a.m. to receive His Excellency.

A Salute of 17 guns will be fired in conjunction with the Royal Navy at time of landing.

The Mounted Troop, H.K.V.C., will act as escort and will be formed up in Connaught Road, east of the entrance to Blake Pier, at 9.45 a.m.

Staff Officers and Commanding Officers will meet the General Officer Commanding on Blake Pier at 9.45 a.m. 28th inst. Dress—Review Order—White.

Troops will march to quarters on the "Dismiss" being sounded.

A Guard of Honour of the Royal Garrison Artillery in accordance with para 64 of King's Regulations, with Band of the 11th Infantry, will be formed up outside the West Front of the Civil Government Offices at 9.45 a.m. on Monday, 29th inst., on the occasion of His Excellency taking the Oaths of Office.

On the proclamation being read the Guard will Present Arms and the Band will play six bars of the National Anthem. The C.R.A. will arrange that a Salute of 17 Guns be fired at the same time.

A RESCINDED CONTRACT.

THE STANDARD OIL CO. SUEZ.

In the Original Jurisdiction Court this morning his Honour the Chief Justice delivered judgment in the case of *Lau Young Wood versus the Standard Oil Company of New York*. It will be remembered that in this case the defendants contracted with the plaintiffs to build for the latter a seawall on the Reclamation, Yau-ma-tei, which was to be completed by a certain date. Shortly before that date an extension of time was applied for and granted, but still the work was not completed within extension time. The defendants then gave the plaintiffs their ultimatum that if the work was not finished within one week from date of that notice they would take the work out of plaintiffs' hands, and peremptorily ordered the latter to put on 200 men daily in order to complete the work. Finally, the work being still unfinished, the defendant company entered into possession of the site of the works and ordered the plaintiffs and their men off it, telling them that on account of the work not being completed the contract was cancelled. It had been argued by Counsel supported by authorities that the failure to complete the work did not vest in the defendants any right to cancel the contract in its entirety. Their remedy was in liquidated damages. For the plaintiffs it had been argued that weather conditions were bad, labour was difficult of obtaining at the time, and so the work could not be completed within contract or extension time. He claimed the cost of the work already done by him which request the defendant company had refused to entertain. Hence their being compelled to bring this action.

His Honour held that defendants had no right to summarily rescind the contract in toto under the circumstances, and gave judgment for plaintiff with costs.

It is satisfactory, in view of the great depth of water that so many steamers now require, to hear that the *Suez Canal*, on 2nd after January next, will be available for vessels drawing 28 ft. This will necessitate some of the Eastern ports increasing their depth. Where goods are insured l.p.a. and most goods are now so insured, it is vital to underwriter that there should be enough depth in the Canal and at Eastern ports to prevent a strand.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Officer Administering the Government, Mr. F. H. May, C.M.G., His Excellency the Officer Commanding the Troops (Major) Broadwood, C.B., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Mr. C. McLester (Colonial Treasurer), Hon. Mr. H. J. Gompertz (Attorney General), Hon. Captain F. J. Bodeley (Captain Superintendent of Police), Hon. Mr. W. Chatham (Director of Public Works), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. E. Osborne, Hon. Mr. Wei Yuk and Mr. A. G. M. Fletcher (Clerk of Councils).

ABSENT.

Hon. Mr. A. W. Brewin (Registrar General), Hon. Mr. H. E. Pollock, K.C., Hon. Mr. E. A. Hewell.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 31, 34 and 35.

It was agreed that they be referred to the Finance Committee.

PAPERS.

The Colonial Secretary laid on the table the following paper:—

Report on the Assessment for the year 1907-1908.

FIRE AND LIFE INSURANCE COMPANIES.

The Attorney General moved the third reading of the Bill entitled an Ordinance relating to Fire and Life Insurance Companies. He stated that the intention was to bring the law of Hongkong into line with that of England.

The Colonial Secretary seconded.

The Bill was read a third time and passed.

The Council adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was unanimously agreed that the following minutes be recommended for adoption by the Council:—

LIGHTHOUSES.

A sum of four hundred and thirty dollars in aid of the vote, Harbour Master's Department, *G*—lighthouses, Gap Rock Lighthouse, other charges, gunpowder charges and tubes for fog signalling guns.

NEW ROADS.

A sum of four thousand one hundred and twelve dollars in aid of the vote, Public Works extraordinary, communications, new roads in Victoria, extension east and west of Conduit Road.

POSTAL AGENCIES.

A sum of four hundred and sixty-seven dollars in aid of the vote, Post Office, *B*—Postal Agencies in China, Swatow, other charges, incidental expenses.

This was all the business.

ECHO OF THE TYPHOON.

"HOI PO" vs. "STANFIELD."

His Honour the Chief Justice delivered judgment in the case of *Che Wo versus the Fumigating and Disinfecting Bureau*. It will be remembered that on Typhoon Day the hulk *Stanfield*, used as a fumigating station by the plaintiff Bureau, founded. On the 26th October the steam launch *Hoi Po* struck the wreck and was damaged to such an extent that she had to be docked and her bows practically rebuilt. His Honour held that at the time the *Hoi Po* struck the wreck the light was not burning, but had been alight, as testified to by independent witnesses, earlier in the evening. As regards the question of contributory negligence the evidence went to show there was such on the part of the people in the *Hoi Po*.

His Honour gave judgment for the defendants with costs.

Sir Henry Berkeley: My lord, both to blame, then each party surely should pay his own share.

His Honour: Oh, no; I think they must stand as before.

Sir Henry: As your Lordship pleases.

NEW MESSAGERIES STEAMER.

TRIAL TRIP OF THE "MEINAM."

The steamer *Meinam*, which has been built by Palmers Shipbuilding and I on Company Limited, Jarrow, for the Messageries Maritimes de France, by order of Messrs. Furness, Withy and Company, Limited, was taken to sea on 19th ult. for her official trial. The dimensions of the vessel are:—Length, 436 ft.; breadth, moulded, 52 ft. 6 in.; and depth moulded, 33 ft. 6 in. The vessel has the highest class in the British Corporation Register, is built on the deep-frame and girder system, and is rigged as a two-masted schooner. The accommodation for the captain, officers, and engineers is in the deck-houses on the top of the bridge deck. The vessel has double bottom for water ballast on the cellular system. The main 'tween decks are 11 ft. in height, which will give ample room for the carrying of horses should occasion require. Large cargo hatches are a feature of the ship, and for working these she has ten steam winches. In every respect the *Meinam* is fully equipped with all modern conveniences, including electric light. The new vessel is built to Board of Trade and Home Office Factory Act regulations. Her carrying capacity is about 12,000 tons on her summer freeboard. Her engines have been supplied by Palmers' Company, the cylinders being 26 1/2 and 76 inches in diameter by 54-inch stroke, with three boilers 16 ft. in diameter by 18 ft. long, fitted with forced draught. The vessel was taken for several runs over the mile, when an average speed of 13 knots was attained, the machinery working very satisfactorily throughout.

CANTON DAY BY DAY.

ANTI-OPIUM CAMPAIGN.

[From Our Own Correspondent.]

Canton, 25th July.

Arrangements are being made at the Sun Lan Shi Yuen for the opening of the Central Anti-opium Association. The place is being put into order and decorations are being effected for the Association. The door of the building is gaily decorated with Japanese lanterns, evergreens, floral designs and bunting. H. E. the Acting Viceroy has been invited to preside and perform the opening ceremony. It is anticipated that there will be a large and representative gathering on the occasion.

The authorities have announced that no alteration whatever will be effected as to the date fixed for the closing of the opium divans throughout the city. Opium divans and opium smoking and selling establishments found opened on the first day of the seventh moon will be immediately sealed up by the Police Department. All opium smokers have been called upon to register and to apply for the issue of a licence. The amount of opium taken daily is to be stated on the licences and this quantity will be reduced and not increased. A date has been fixed as the latest day for the application for licences and for the registration of opium smokers and after this date no more licence will be issued.

SHUM'S COMING.

A Shanghai telegram states that H.E. Viceroy Shum is progressing favourably under the treatment of the foreign physician. H.E. has telegraphed to the Throne informing the Government that he will start for his new post within the present moon.

RESIGNATION.

Expectant Magistrate Ho Yuk-hang has resigned his post in connection with the Bund Department and is proceeding to Yingkat District to supervise the opening of a station for the collection of Likin on stones, etc.

FATSHAN-KONGMOON RAILWAY.

A company has now been formed in Fatshan to raise capital by shares of \$5 each, to be paid in three instalments, for the construction of a railroad from Fatshan to Kongmoon. This line is about 100 miles in length and is to pass through Lianglung and Kumchuk.

SALT MONOPOLY.

H.E. Viceroy Shum intends to effect some great reforms in the carrying on of the salt monopoly of the province, on his arrival here. Late H.E. telegraphed to the newly appointed Salt Commissioner, Ting Nai-yang, on the matter. It is the intention of H.E. to appoint a commission to investigate the matter and report on the present working of the monopoly.

CLAIM FOR PARTNERSHIP ACCOUNTS.

"A VEXATIOUS CLAIM."

At the Supreme Court this afternoon before His Honour the Chief Justice, presiding in Summary Jurisdiction, the case was heard of Mok Iu Tong, alias Yee On Tong, and others against So Lai Ting, alias So Kwai Sing Tong, and others.

This was a claim for a partnership account.

Sir Henry Berkeley, K.C., instructed by Mr. O. D. Thomson, appeared for the plaintiffs, Messrs. Wilkinson and Grist had entered appearance for the defendants and filed a defence in which they said that this was a vexatious and oppressive action as the plaintiffs could have got all they wanted by other channels at far less cost.

Messrs. Wilkinson and Grist no longer being instructed, and no one appearing on behalf of the defendants, Sir Henry opened his case.

Sir Henry said that the plaintiff Mok Iu Tong was a comrade in business at Prince's Buildings, and the other plaintiffs were traders in Hongkong and Canton, the defendants being exactly the same except Cheng Shau Shan who was now cook on the *s.s. Zafro*.

Since 1900 the plaintiffs and defendants carried on business in co-partnership under the name of the Kwong Hang Cheung firm, at No. 29, Wing Wo Street, the original capital being \$11,750. In 1904, when the affairs of the firm were investigated it was found that the whole of the capital was lost, and that the firm was insolvent, with liabilities exceeding \$34,000. A meeting of creditors was held and they agreed to accept \$17,794 whereof \$16,814 had been paid to them. Of this sum the defendant, Ng Kam Sang, contributed \$1,500 and Woo Koon Shek \$5,000 as did To Lai Ting, Mok Tai Sang contributing \$2,000, but none of these have contributed as much as is due from them, and the other defendants have not contributed anything. No business has been carried on by the firm since August, 1904, as the said business could only be carried on at a loss. The plaintiffs therefore claimed a declaration that the partnership was dissolved; and that a partnership account might be taken and whatever sum found due paid to them.

The first plaintiff Mok Iu Tong was called and proved the above statements.

His Honour: You can take your order, Sir Henry.

The Court adjourned *sine die*.

At the Supreme Court this morning, his Honour the Chief Justice delivered judgment in the case of the *Hip On Insurance Co., Ltd.*, versus the *Hang On Marine Insurance Co., Ltd.* This case arose out of the sinking of a junk in the harbour, in the typhoon of Typhoon Day, which was loaded with sugar, which had been discharged into her the previous day on arrival of the steamer from Bourabaya. In this case it had been contended that the junk and its owners were in fault in that they did not discharge the goods on shore at the earliest possible moment, thus exercising contributory negligence. His Honour delivered judgment for the defendants with costs.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

VICEROYS SERIOUSLY ILL.

T. E. CHOW FU AND YUAN SHIH-KAI.

[From Our Own Correspondent.]

Shanghai, 26th July.

2.50 p.m.

Their Excellencies Chow Fu, ex-Viceroy of Liang Kwang; and Yuan Shih-kai, Viceroy of Chihli, are both reported to be seriously ill.

PRIVY COUNCIL APPEAL.

MOTION FOR LEAVE.

At the Supreme Court this morning before his Honour the Chief Justice, presiding in Appellate Jurisdiction, Mr. H. E. Pollock, K.C., moved for leave to appeal to His Most Gracious Majesty in Council from a decree of this Court, dated 15th July, 1907, made in the suit of Long Kee versus Ng Wai dismissing appellant's appeal against that portion of the judgment of his Honour the Chief Justice, delivered on 27th June, 1907, directing that the appellant do not recover the costs of and incidental to the action, but that the respondent do recover such costs. The appellant undertakes to comply with the provisions of the instructions, of 21st January, 1846, concerning appeals to the Privy Council.

Mr. Pollock briefly reviewed this case which, it will be remembered, arose out of a mortgage which was alleged to have been executed by Long Kee in Hongkong, at a time when it was proved that he was then in Australia, and knew nothing about the mortgage until after his arrival in Hongkong, when he received an incomprehensible letter from Ng Wai's solicitors requesting repayment of the capital and interest on the mortgage to save foreclosure. He then found that the title deeds of the mortgaged property which he had left with his wife in Canton had been stolen.

The Chief Justice: But will the costs cover the amount necessary for an appeal to the Privy Council?

Mr. Pollock: We cannot possibly say till the bills are made out and taxed. But our costs alone will amount to over 4,000.

The Chief Justice: Of course you have a right to appeal. But is a case if judgment were delivered for each party should pay their own costs you would scarcely appeal?

Mr. Pollock: I contend that we would, my Lord.

Mr. Blake then submitted that the Court had no jurisdiction, as by the additional instructions to Hongkong regarding leave to appeal to the Privy Council there can be no appeal unless the matter at issue amounted to £500 sterling or more, and quoted authorities to support his statement, that the Privy Council would not entertain the appeal.

Mr. Pollock contended that the Court had jurisdiction, and that the question whether the Privy Council would entertain the appeal did not concern the Court. The amount at issue would exceed £500.

Their Honours said the costs should be taxed and the matter referred to them again.

The Full Bench adjourned *sine die*.

THE BUILDING AUTHORITY CASE.

COSTS AGAINST THE CROWN.

At the Supreme Court this morning their Honour the Chief Justice and Mr. A. G. Wise, Puisne Judge, sitting in Appellate Jurisdiction as a Full Bench, delivered judgment in the case and the appeal of the Building Authority, which had occupied so much of the time of the Court for the past few weeks. The appeal was as to whether costs could not be given against the Crown.

His Honour the Chief Justice reviewed the authorities which had been cited, and said the Crown had no right of appeal, the Crown could not take one part of the Ordinance and not the other. Under all the circumstances there must be costs for the Crown in case, stated, and against the Crown in the case on the point of *res judicata*.

His Honour the Puisne Judge: I concur.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) 28th inst., 9 a.m.
German (*Prinz Regent Luithold*) 29th inst., p.m.
German (*Prinz Ludwig*) 30th inst.
Indian (*Lalrang*) 3rd prox.

The *s.s. Brroll* arrived at New York on 25th inst.

The *H. A. L. s.s. Habsburg* left Singapore on 25th inst., at 6 a.m., and may be expected here on 31st inst., a.m.

The *N. Y. K. s.s. Tosa Maru*, American Line, left Shanghai for this port on 25th inst., and is expected here on 28th inst.

The *N. Y. K. s.s. Kumano Maru*, Australian Line, left Thursday Island, for this port via Manila on 25th inst., and is expected here on 5th prox., a.m.

Telegrams.

[Reuter's.]

The Territorial Army Bill.

London, 24th July.

The Territorial Army Bill has passed a unanimous third reading in the House of Lords.

The "Kaiser Wilhelm II."

The North German liner *Kaiser Wilhelm II.* has been refloated.

The Unrest in India.

The Maharajah Bikaner has written a long letter to the *Times* in which he states clearly the position of the Indian Princes, and declares that while the present policy continues the Indian Princes will remain unflinchingly loyal, and if ever a crisis comes they will cast in their lot with the British.

Cricket.

Owing to a wet wicket there was no play at Lords yesterday, and the crowd noisily demanded the resumption of the match (? Lancashire v. Middlesex) tramping on the pitch.

Maclaren thereupon refused to continue, and the match was abandoned.

The Peking-Paris Motor Race.

Prince Borghese has arrived at Kazan.

The Korean Delegates to the Hague.

The Korean Delegates to the Hague Conference have sailed from Southampton for America.

Prince Yong, interviewed by Reuter's, said that they intended to visit President Roosevelt and the principal cities of America, and to return to England. The Mission was despatched by the Emperor, who, knowing that his enforced abdication was impending, said to them: "If I am murdered, continue your mission, and restore an independence which has existed for 500 years."

Prince Yong added that the abdication was due to Japanese money and Korean traitors.

THE KOREAN IMPASSE.

HOW THE EMPEROR ABDICATED.

The following telegrams are from the *N. C. News*—

Tokio, July 19.

Yielding to the Emperor's repeated summons, Marquis Ito was received in audience yesterday without waiting for Viscount Hayashi's arrival. The Ministers continued to urge the Emperor to abdicate. Last night the Emperor summoned the Korean Elder Statesmen to a consultation. Afterwards, at a joint audience of Elder Statesmen and Ministers, the Emperor consented to the proposed abdication. The ceremony of abdication was to take place early in the morning, and at 10 o'clock a Rescript was to be issued announcing the accession of the Crown Prince of Korea.

July 20.

The abdication of the Emperor of Korea was delayed, but finally completed on Saturday in the forenoon. The Emperor nominally deposes the Crown Prince to act for him, but in reality the abdication is complete.

RIOTS IN SEUL.

Anti-Japanese societies in Korea, troops and military students broke out in insurrection yesterday, and there were many casualties among Japanese policemen.

The Emperor has asked for the suppression of the Japanese Resident-General. Japanese troops have been called out and are guarding the Palace and the streets. Many natives of Seoul are fleeing. Japanese in the interior of the country are in a state of uneasiness. The Minister of Education at Seoul has been arrested, presumably in connexion with the anti-Japanese conspiracy.

The disquietude among the military is due to rumours of Japan's intention to carry away the Emperor.

The Emperor abdicated before Marquis Ito had presented his demands, which are now forthcoming. They contain no reference to abdication, which, indeed, was not included in Japan's programme.

The new Emperor is described as being mentally impotent.

The rioters at Seoul on Saturday invaded the Prime Minister's residence in his absence, and set fire to it.

Tokio, July 21.

The riots at Seoul continued last night. The Korean troops deserted and charged the Japanese policemen. There were collisions between the rioters and Japanese cavalry. The former attacked the police station and the residence of the Minister of War.

THE EMPEROR'S LAST MAJESTY.

It is alleged that on Friday at midnight the Emperor contemplated a coup d'état and the assassination of the Korean Ministers by calling in his body-guard; and that this scheme was prevented, only by a hairbreadth, by the Japanese troops.

FOREIGN TROOPS TO THE RESCUE.

Five English and three American warships are expected at Chemulpo on Sunday, to land marines for the protection of their respective Consulates.

THE NEW EMPEROR.

Marquis Ito presented the foreign Consuls to the new Emperor yesterday evening.

HONGKONG GYMKHANA CLUB.

FOURTH MEETING.

Following is the programme of the fourth meeting to be held at the Happy Valley, on Saturday, 27th prox. (weather permitting).
1.—4 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—Handicap.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by H. P. White, Esq., 2nd prize: \$25. (Entrance fees to go to winner.) In the event of there being less than five entries 2nd prize \$15.

2.—4.30 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Catch weights at 10st. 6lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffin allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup will be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

3.—4.40 p.m.—LADIES' NOMINATION—COSTUME RACE.—About 200 yards round a post and in. Ladies to provide the costumes. Prize for the first man in. Prize for best costume, adjudged such by a sub-committee to be appointed by the committee of the Gymkhana Club. Entrance fee \$3. Prizes presented by the Club. Intending competitors please note post entries will not be accepted for this event.

4.—5.20 p.m.—JUMPING COMPETITION.—Open to all China ponies. To be ridden by members of the Gymkhana Club or officers of the Army or Navy. Three heights over a bar. Each competitor allowed one run at each height. Entrance fee \$5. 1st prize presented, and prize: \$25. Intending competitors please note that post entries will not be accepted for this event. In the event of there being less than 5 entries and prize \$15.

5.—5.45 p.m.—TENT-PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhana meetings this season to count marks scored by them at this meeting towards aggregate only. Mementos presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhana meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd. Post entries.

6.—6.05 p.m.—WELTER RACE.—Half a mile. For all China pony hacks passed as such by the committee of the Gymkhana Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 12st. 7lb. Riders to stand not less than 11st. 7lb. In ordinary riding breeches, boots, gaiters and shirts. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrance fee \$5. 1st prize: A cup presented by 2nd prize: \$25. Intending competitors please note that post entries will not be accepted for this event. In the event of there being less than 5 entries and prize \$15. Owners who are doubtful as to the eligibility of their ponies for the above event should communicate with the hon. secretary of the Gymkhana Club as soon as possible before the date of closing entries. The decision of the committee of the Gymkhana Club as to the admission or otherwise of entries shall be final.

7.—6.25 p.m.—One Mile and a Quarter Flat Race, Handicap.—For all China ponies, jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by Mr. Hollinger, 2nd prize: \$25. (Entrance fees to go to winner.) In the event of there being less than 5 entries and prize \$15.

Entries close to the hon. secretary, Hongkong Gymkhana Club on Saturday, the 27th August at the Hongkong Club at 7 p.m.

Entrance fees must accompany entry, otherwise entry will not be accepted.

Entries for events Nos. 1, 2 and 7, must state name, colour, and height of pony, also racing colours.

Entries for event No. 6 must state name of pony.

Post entries will be accepted for event No. 5. Forms of entry may be had on application to the hon. secretary or at the Hongkong Club.

YESTERDAY morning, a shop-coolie was charged before Mr. F. A. Hazeland, at the Police Court, with the larceny of some bird's nests from a grocer's shop at 131, Des Voeux Road West. The Court found him not guilty and he was discharged. Getting another friend along with him he returned to the shop in the afternoon and demanded compensation for wrongful arrest. The shopkeeper—Li Kun Chiu—refused to see him, with the result that the pair got so noisy that they were given in charge. They were arraigned on a charge of disorderly behaviour, at the Police Court, today, when Mr. Hazeland fined each man \$35, with the option of six weeks' gaol.

THE INFANT MORTGAGOR.

This morning at the Supreme Court, His Honour the Chief Justice, presiding in Original Jurisdiction, delivered judgment in the case of *Li Leung versus Tam Man Hing*. In this case the plaintiff claimed that he was of full age and executed a mortgage for \$10,000. When pressed for repayment he sued to have the mortgage set aside stating that he was an infant and was coerced into executing the indenture.

His Honour said that there was no doubt that the plaintiff fell among thieves, and was by them led into the paths of vice and dissipation, but like other infants he appeared to want to eat his cake and have it.

After reviewing the facts as already recorded in these columns, and the authorities cited on behalf of both sides, his Honour said the most he could do would be to order the delivery up by the defendant to the plaintiff of the indenture of mortgage, the subject matter of the suit upon payment by the plaintiff of the sum of \$10,000. In the event of the \$10,000 not being paid then this action would be considered as dismissed. As regards the costs his Honour said that defendant's wife was mainly responsible in the matter and ordered her to pay the costs.

In the second case *Li Leung versus Li Ki Man* his Honour made a similar order, except as to costs, and reserved that point.

HEALTH IN HOT WEATHER IN BANGKOK.

Many residents are suffering from indisposition of one sort or another at this season, and more Europeans are in hospital than has been the case for a long time. A recent subject we may be permitted to say that it is proverbially easy to give advice, but it must be taken for granted that cool weather is pre-supposed. With the mercury rising until, according to a native saying, it has reached the top of "Hu Kow Thong" and beyond, the energy necessary for such an elementary duty as that of giving advice must not have too great demands made upon it. In fact nothing remains but for the poor unfortunate scribe to dip his pen into a refresher of some sort—the colder the better—and see what will happen. And yet there are new-comers, and the rising generation too who in these dog days do need a friendly finger to point the way. Old stagers know by past experience what to do and what not, having been wise enough to learn from their own experience and—much rarer gift—from the experience of those who during the past ten years have unnecessarily contributed to swell the total of the great majority.

In the matter of food therefore we may say without fear of contradiction that the following points deserve serious attention during the hot weather. In the first place, look well to the cleanliness of your salads, if you take any, to the soundness of your fruit and the freshness of your fish. Some people advise entire abstinence from all these, but there is much to be said on the other side, always provided the necessary care be taken. Many people think that melons and cholera are almost synonymous terms, but here again there is not sufficient evidence to prove the case. No one however will cavil at the advice to shun native ice creams and *knism* as you would poison, except of course, ice as a cooler in the ice-chest. In general, light meals at short intervals are better than heavy digested, grateful acids of fruits are to be preferred to the more common and heavier items on the bill of fare. What we shall drink? Is, if possible, of still greater moment than the question of food. When in the Sudan war, in response to an offer of liquid refreshment an Arab replied, "No, thanks, I had a drink yesterday." Tommy Atkins had a joke which went from end to end of the camp in no time. If he applied it, all which is doubtful, he might have come to the conclusion that he himself was drinking more than was necessary; which is doubtless the case with ninety-nine people out of a hundred in the Far-East. We are referring now merely to the quantity of liquid matter taken, and not to the quality. Our comic papers have without exception taken up the ridiculous side of drunkenness, and so long as they do so we may expect that the crossing of the line between possession and non-possession of one's faculties will be considered but a venial fault. And yet in the Far East all are agreed that the very good sort of fellows, who are guilty of this venial fault during July and August, is one of the greatest of fools and has already taken his ticket for that bourne whence no traveller returns. As a bit of practical advice we recommend to those who need it the simple plan of keeping strict account of the drinks they take during one ordinary day, measuring the alcoholic portion thereof into one bottle, and asking the doctor whether it amounts to a safe one. They would probably require the *avoidance* of bringing it within the compass of one ounce; for it is practically certain that there would be the full sixteen drams.

The question of exercise is a difficult one to tackle. A very popular resident a few years back used to boast that he sometimes walked from his house to the Club, but that, as a rule, his only exercise, was what he got in his 'cicah or brougham. Unfortunately he died in the prime of life and so can hardly be cited as a sufficient proof by the no exercise school. The golden mean must lie between this and the hard play set who take more violent exercises during the dog days than they do in the "cold season." A walk round the race-course, a half hour at the nets or bowling, an easy set at tennis, or best of all, a good long swim—each of these according to taste is sufficient bodily exercise for the present weather. Competitions of any kind, except in swimming, are a mistake. Unfortunately there is no public bath, and the river being hardly tempting enough for most people are forced to forego such a luxury at least for the present.—*Siam Free Press*.

THE ANKING MURDER.

REVOLUTIONARY TERMS.

The *Nanyangpao* contained on Saturday reproductions of photographs taken at Anking of Hsu Hsi-lin, Chen Peh-ping, alias Kuang Fu-tze, and Ma Tse-chi, alias Tsung Han-tze. The picture of Hsu Hsi-lin was taken with his shirt off, just before his heart was cut out by the panic-stricken, not to say cowardly, savage who had captured him. The photo of Chen Peh-ping was taken after death, as he lay shot at the Anking Bureau of Ordnance. Ma Tse-chi's photograph represents him in ordinary native clothes, but by this time his head must be hanging in a cage at the city gate of Anking with those of Hsu Hsi-lin and Chen Peh-ping. The aliases adopted by the defunct revolutionists are not without interest; Chen Peh-ping's "Kuang Fu-tze" implied that his ambition was to conquer the whole Empire back to the possession of a purely Chinese dynasty. "Tsung Han-tze," the alias of Ma Tse-chi, meant that he was working for the Chinese race and the restoration of a Chinese dynasty. The aliases are historical and were taken from titles assumed by the founder of the Eastern Han dynasty, who in the early years of the Christian era (A.D. 20-25) drove out and reconquered the Empire from the Usurper Wang Mang and other powerful nobles who had taken upon themselves the prerogatives of the last Emperors of the Western Han dynasty. The designations Eastern and Western Han merely refer to the fact that the Emperors of the Han dynasty who made their Capital in Hsian (Shensi) in the North-Western part of China were Western Han, while the founder of the Eastern Han dynasty a distant kinsman of the Emperor who then sat at Hsian under the thumb of the usurper Wang Mang, after defeating the latter and reconquering the country, made his capital at Loyang, in the Eastern part of the Empire—hence the designation "Eastern" Han. The common expression of the man in the street who is dissatisfied with the present dynasty is to "Fu Han," i.e., restore the Han dynasty, for this dynasty which ruled China for nearly 450 years (B.C. 206 to A.D. 220) was the first purely Chinese dynasty in the history of this country and therefore constantly referred to as the Golden Age of Chinese History. We may state in conclusion that Hsu Hsi-lin and his party were pure revolutionaries and from evidence before us had no connexion nor sympathy with Dr. Sun Yat-sen and his Anti-Monarchists.

IMP. RIAL CLEMENCY.

Through the efforts of H.E. Viceroy Yuan Shih-k'ai, Princes Ching and Su, who from the very first were averse to the policy of "wiping out" any and everyone suspect of being connected with Hsu Hsi-lin, their Imperial Majesties have ordered the release of his father, who, as we already know, promptly gave himself up to the Shao-hing authorities as soon as he heard of his son's sanguinary deed at Anking. Of course to enable the Imperial clemency to be exercised it was shown that Hsu Hsi-lin's father and all his family and kinsmen were innocent of any part or portion in the Anti-Manchu conspiracy, but it seems that so imperative were the instructions sent from Peking to the Chekiang Governor Chang Tseng-yang to stop any further bloodshed that this officer, who with his subordinates had, through panic and cowardice, clearly lost their heads during the crisis, found it to his interest to pass over any incriminating evidence found concerning Hsu Hsi-lin's family and kinsmen, and to order the perfect of Shaohing, Kuei, to release all those who had been arrested on suspicion of being concerned in Hsu Hsi-lin's revolutionary attempt. Princes Ching and Su and Viceroy Yuan Shih-k'ai had from the first felt convinced that the indiscriminate wiping out process advocated by the Anhui and Chekiang authorities, and acted upon by some of them unfortunately, would be conducive to the creation of widespread rebellion, and these humane and enlightened officials advised that their Majesties and the law would be fully vindicated by the execution of those immediately concerned with the assassination, allowing the less guilty to go free "to ruminate and repent." But the frightened officials of Anking made one hundred and ninety-six arrests on the day of the assassination of En-min, of whom we do not yet know how many have since been executed or forced to die in prison owing to rigorous treatment when put to the question in order to obtain incriminating evidence. The latest we have learned from Anking appears to be that the unlucky Hsu Wpi, the younger brother of Hsu Hsi-lin, who was arrested upon arrival in Anhui almost immediately after the assassination, has been "tormented by all kinds of tortures" to "confess something incriminating against himself" with the result that the bloodthirsty officials of Anking will be able once more to glut their vengeance on the brother of Hsu Hsi-lin, whose revolver shots drove them in flight from the scene. The students of the Tatuang School at Shaohing who were arrested at the forcible closing of that school by Prefect Kuei have also been released by command from Peking.—*N. C. D. News*.

THE Belgian Legation in Stockholm reports that a company has been formed with a capital of 6,000,000 kroner (about £333,000) to establish a direct service of steamers between Sweden, China, and Japan. An agreement has been concluded between this company, which is entitled *Svenska Ostasiatiska Kompaniet*, and the *Queensland Company* of Copenhagen according to which each company will run four steamers of from 6,000 to 8,000 tons to China and Japan, starting alternately. The steamers will touch at some European port and at Port Said, Colombo, Penang, Singapore, Hongkong, Shanghai, Wladivostok, Yokohama, Kobe, and Moji; the same freight rates will be charged from Gothenburg as from Copenhagen and Hamburg. It is expected that this new service will stimulate the exports from Sweden to the Far East, which are at present estimated at 50,000 tons a year, mainly iron and steel, machinery, matches and paper. The Swedish Diet has voted a subsidy to the *Svenska Ostasiatiska Kompaniet*.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, July 27th, 1907.

DINNER.

HORS D'OEUVRES.
Caviare and Egg Canapes.

SOUP.

Julienne Soup.

FISH.

Fried Sole and Anchovy Sauce.

ENTREES.

Egg and Asparagus.

Veal Cutlets and Tomato Sauce.

Shrimp Patties.

CURRY.

Calcutta Curry.

JOINTS, &c.

Roast Leg of Mutton and Mint Sauce.

Roast Turkey and Cranberry Sauce.

Boiled Ox Tongue and Caper Sauce.

Cold Roast Sirloin of Beef and Cucumber Salad.

SWEETS.

Rice Pudding.

Strawberry Ice Cream and Finger Cakes.

Tipsy Cakes.

Cheese Biscuits.

DESSERT.

Coffee. Fruits. [69]

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an INFANTRY COMPANY with a DETACHMENT OF CYCLISTS. All who are desirous of joining are requested to apply personally at Volunteer Headquarters morning or afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 26th July, 1907. [69]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE HONGKONG MILLING COMPANY, LIMITED, of Victoria, in the Colony of Hongkong, have, on the 12th day of July, 1907, applied for the Registration, in Hongkong, in the Register of Trade Marks of the following Trade Mark, viz.:

A representation of a maple leaf on two crossed keys inside a circle bearing the words "KEY BRAND."

In the name of the said HONGKONG MILLING COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants in respect of the following goods, in the following class, viz.:

CLASS 42 IN RESPECT OF FLOUR.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, or of the Undersigned.

Dated the 25th day of July, 1907.

HASTINGS & HASTINGS,
38, Queen's Road Central, Hongkong,
Solicitors for the Applicants. [69]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

THURSDAY,
the 15th August, 1907, at 11 A.M., at No. 17,
Reclamation Street, Yaumati,

ONE MARINE TRIPLE EXPANSION
ENGINE

15in. by 24in. by 45in.—27 Stroke—180-lbs.
pressure Built in 1903.

AND
ONE THURST BLOCK and SHAFT.
TERMS: As usual.

HUGHES & HUGH,
Auctioneers. [69]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st of July, at a P.M.

All Claims must reach us before the 4th of August, or they will not be recognized.

No Fire Insurance will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 25th July, 1907. [69]

"I saw the bundle removed. The thief told me that if I said a word I'd be murdered. I asked him why he wanted to steal and he and another gave me a thrashing." This was the excuse Chun Fuk, a coolie, made at the Police Court, yesterday morning, when charged with stealing a bundle of clothing, valued at \$25, from a passenger on board the steamer *Fatshan*, that morning. In effect the evidence was that accused stole the bundle from its owner while the ship was nearing her wharf, the complainant being asleep at the time, and he started to go ashore. "And you saw the theft committed and did not say a word?" queried Mr. Orme. "Yes," replied accused. "Six weeks' hard labour and six hours' stocks," announced the Court.

Intimations

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [12]

THE LEADING COGNAC

IS

J. & F. MARTELL'S.



per dozen \$25.00

V.S.O.P. 28.00

V.V.S.O.P. 40.00

V.V.S.O.P. 00.00

SOLE AGENTS:

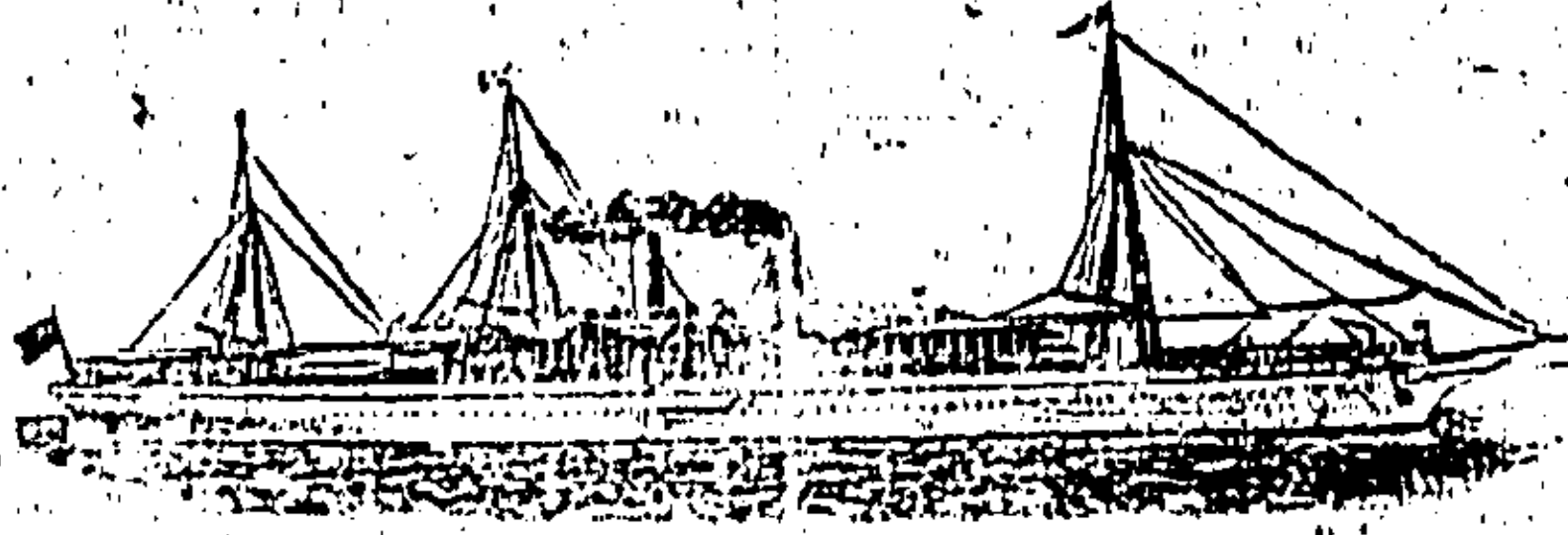
H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th July, 1907. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Leave HONGKONG	Arrive VANCOUVER
"EMPEROR OF INDIA".....6,000.....	THURSDAY, Aug. 1st.....	Aug. 19th.
"MONTEAGLE".....6,163.....	WEDNESDAY, Aug. 14th.....	Sept. 7th.
"EMPEROR OF JAPAN".....6,000.....	THURSDAY, Aug. 29th.....	Sept. 16th.
"TARTAR".....4,435.....	WEDNESDAY, Sept. 11th.....	Oct. 5th.
"EMPEROR OF CHINA".....6,000.....	THURSDAY, Sept. 26th.....	Oct. 14th.
"ATHENIAN".....3,882.....	WEDNESDAY, Oct. 9th.....	Nov. 2nd.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 4th July 1907.

D. W. CRADDOCK, General Traffic Agent for China, Corner, Pedder Street and Praya.

[1]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	HANGSANG	SATURDAY, 27th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	FRIDAY, 2nd Aug., 3 P.M.
SGAPORE, PENANG & CALCUTTA	KUTSANG	SATURDAY, 3rd Aug., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 26th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
HAIPHONG	"CHIHU"	27th July, daylight.
CHINKIANG	"LINAN"	27th " 4 P.M.
MANILA	"TAMING"	30th " 4 P.M.
HOIHOW and HAIPHONG	"HUPEH"	31st " daylight.
YOKOHAMA & KOBE	"TAIYUAN"	31st " 4 P.M.
SWATOW, CHEFOO & TIENSI	"KUEICHOW"	31st " 4 P.M.
SWATOW & SHANGHAI	"KASHING"	1st Aug., 4 P.M.
SWATOW & SHANGHAI	"YOKIOW"	1st " "
CEBU & ILOILO	"KAIFONG"	3rd " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	3rd " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 26th July, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond.	MANILA	SATURDAY, 27th July, at Noon.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 3rd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 26th July, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

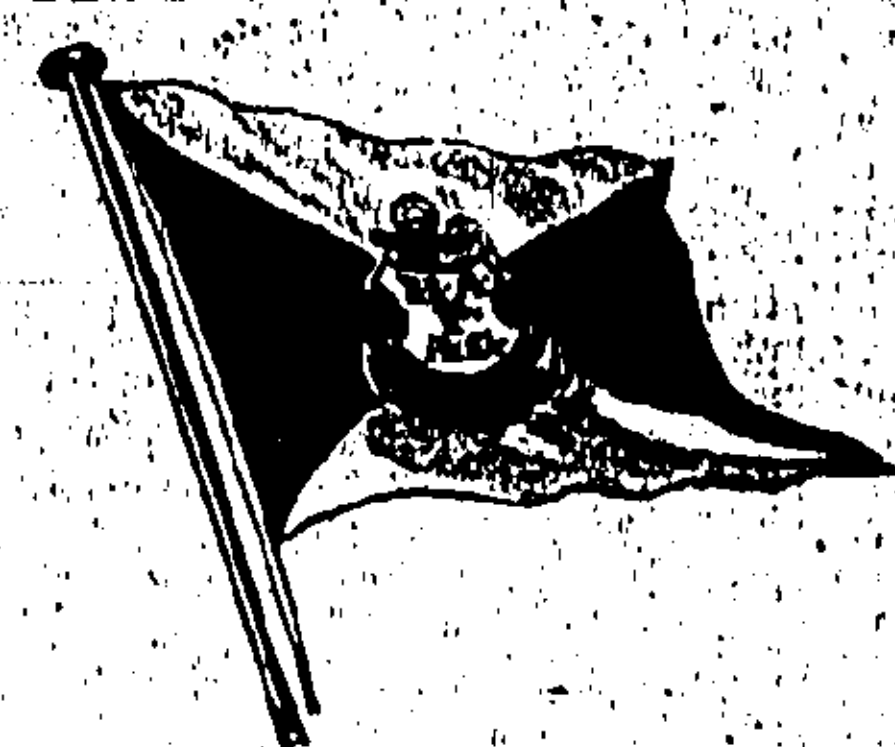
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th July 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSURG	2nd Aug.
RHENANIA	1st Oct.
SILESIA	2nd Nov.

Homeward.

SCANDIA	7th Aug.
HABSURG	4th Sept.
RHENANIA	4th Oct.

[3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"
Captain Helms, will be despatched as above, TO-MORROW, the 27th July, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th July, 1907. [636]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"
Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 30th inst., at 1 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 23rd July, 1907. [677]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
---------	-------	----------	----------

Shawmut 9,666 E. V. Roberts 15th Aug.

Tremont 9,666 T. W. Garlick 10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings, Hongkong, 17th July, 1907. [12]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated, in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 5, Queen's Road West,
Hongkong, 3rd July, 1907. [16]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports, TO-MORROW, the 27th inst., at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 26th July, 1907. [674]

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"TUDOR PRINCE."

Captain McDougall, will be despatched for the above Port, on or about THURSDAY, the 15th August.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 22nd July, 1907. [674]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on.

GLENFARGH 3,500 Middle of Aug.

"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
York Building,
Hongkong, 16th July, 1907. [15]

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship

"HELIOPOLIS"

Captain Martin, will be despatched as above on or about 20th August.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th July, 1906. [688]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK,
S.S. "SATSUMA" 7th Sept.

S.S. "GHAEZE" 14th Sept.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th July, 1907. [64]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.00 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & Co.,
Hongkong, 14th January, 1907. [14]

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and UM indicates a Typhoon to the North-East of the Colony.

3. A H & U A indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sai Kung.

Stanley. Tai Po.

Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

W. DOBBERCK,
Director.

27th May, 1907.

THE BLAKE'S FAREWELL TO CYPRUS.

One of the most interesting of the many incidents marking the departure of the *Blakes* from Colombo, was the presentation of an address and casket to Lady Blake. The *Ceylon Observer* says:—

"Mrs. J. P. Oberholser was deputed to make the presentation to Her Excellency and before handing the casket she read the following address:—

Dear Lady Blake,—We, as representatives of the Sinhalese and Tamil ladies of Ceylon, beg to approach you on the eve of your departure from our midst to give expression to the profound regret with which we regard the severance of your connection with us. Though the period of your sojourn has been so short, the never-failing kindness and the large-hearted sympathy which you have always extended towards us have rendered your name beloved in our homes. Our well-being has always been an object of solicitude to you; our happiness has never ceased to occupy a prominent place in your thoughts; you have fostered in us a pride in our country; you have encouraged us to glory in our past and you have taught us to view the future with hopeful expectation. The lofty example you have set to us, the simple kindness which we have received from Sir Henry Blake and yourself in your great station will never fade from our remembrance. We wish every happiness and every blessing to you and yours in the future and when in your own home and amidst your own people your thoughts wander back to the sign of this little token of our esteem, to this ancient land of ours, be sure your name will be always alive in the hearts of your sincere well-wishers.

Having accepted the casket, Lady Blake, in returning thanks, said:—My dear friends—it is very difficult for me to convey to you in words my deep sense of your great kindness in presenting me with this beautiful "Sannas" of your friendship. I believe the great value of a Sannas in olden days was that it implied a gift for ever. As such I gratefully receive this exquisite assurance of your affection, and as all real friendships should be for life I trust that our mutual esteem and friendship will not be extinguished by the mere fact of distance. On my part I shall never forget the kindness and consideration you have always shown us and I trust that on both sides friendship will conquer the unavoidable expanse of sea and land that separates our bodies, but which is powerless to intervene between our minds and thoughts. Since coming to the East I have learned not alone how much the West owes to the teaching and influence of the East, but personally the Eastern world has laid me under great obligations; for my sojourn in it has been indebted for some of its greatest pleasures and happiest recollections to the unvarying kindness and friendship extended towards us by our Eastern brothers and sisters."

The Casket is of carved Ceylon ivory encased in sovereign gold and richly set with rubies, pearls and sapphires. It is 2½ inches by 3½ inches and 7½ inches in height, with a sovereign gold plate 2½ inches long bearing the farewell address and names of all the lady subscribers.

IMPORTING CHANDU.

GERMAN CAPTAIN HEAVILY FINED.

Police Sergeant Russell seized 325 tablets of contraband chandu, valued at \$975, in a lifeboat on board the German steamer *Devawongse* in the roads on Thursday afternoon, reports the *Singapore Free Press* of 26th inst.

Captain Jacob Bruhn of the *Devawongse* was charged before Mr. Mitchell, the Senior Magistrate, yesterday with importing the chandu.

Mr. G. S. Carver prosecuted for the Opium Farmer, and Mr. Perkins defended.

Evidence of the discovery of the opium hidden under a plank in a boat on board the vessel was given. The Farm letter declared the stuff seized was Swatow chandu.

Captain Bruhn said his vessel arrived direct from Swatow on the 10th and went to the Quarantine Station. The instructions from his owners were to search the vessel for opium after leaving a port. He knew that opium was not allowed to be brought to Singapore. After leaving Swatow the ship was searched by him and his officers. Everyone on board knew it was forbidden to take opium on the vessel. The ship was thoroughly searched. Wipeps searched the boats himself.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KAPOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new) Do.	20,000 40,000	\$125 \$125	\$125 \$62	\$1,000,000 \$1,000,000	\$1,721,558 \$300,000	{ £1.15/- and bonus of £.1 @ Ex. 2/3/- } { \$24.33 making \$40.80 for 1906 }	4 1/2 %	{ \$68 1/2 ex n. issue } { \$52 1/2 new issue } { London 80.1/- } { ex new issue } { London 600 } { n. issue first call }
National Bank of China, Limited.	99,925	£7	£6	£12,735 \$300,000	\$71.2 3	\$2 (London 3/6) for 1905	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$50	\$50	\$1,000,000 \$200,000	\$33,638	\$20 for 1905	7 1/2 %	\$270 buyers
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex } { 2/10 to 12 1/2 per tael }	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$70,000	1,460 4 0	{ Final of \$12 making \$42 for 1905 and } { Interim of 1/20 to 1906 }	5 1/2 %	\$770 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$15,527	461,467	{ 1/- for year ending 31.12.05 }	6 1/2 %	\$180
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$30,449	1,62,980	{ \$1 and bonus \$2 for 1.05 }	9 1/2 %	\$188
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$15,527	\$435,236	\$40 for 1905	12 1/2 %	\$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$30,449	\$365	{ 1/- for 1906 }	6 1/2 %	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$50,000 \$10,000	Nil.	{ \$2 1/2 for year ended 30. 1906 }	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$144,386 \$10,000	120,170	{ 1/- for and half-year making \$2.00 for 1906 }	6 1/2 %	\$20 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£280,958 £3,999	2,452	{ 10/- @ ex. 2/1 9/16 = \$4.69 1905 }	...	\$70
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	Tls. 54,372 \$10,000	1,337	{ Final of Tls. 31 making Tls. 54 (Pref) and } { final of Tls. 3 making Tls. 54 (ord.) for 1906 }	11 1/2 %	Tls. 47
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£5,167,141 \$10,000	8,355.6 0	{ Interim of 1/- (Coupon No. 8) for a/c 1907 }	2 1/2 %	43 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000	1137	{ \$1.00 for year ending 30.4.19 }	4 %	\$25
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 41,479 Tls. 81,200	8,730	{ Final of Tls. 2 making Tls. 6 for 1906 }	12 1/2 %	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$150,000 none	9,218	{ 8 for year ending 31.12.06 }	8 %	\$100 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	...	{ 1 for 1907 }	...	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 none	8,935	{ Tls. 4 (8 %) for year ending 31.8.06 }	4 1/2 %	Tls. 89 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£11,100 £26,011	£12,546	{ Interim of 1/6 for a/c year ending 28.2.07 }	4 %	Tls. 15.70 sellers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	G. \$100,000 none	\$900,050	{ Interim of 50 cents for account 1906 }	...	G. \$5
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£3,873 none	£8,745	{ 1/- for 1906 }	...	16
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$4,124 none	110,335	{ \$1.75 for year ending 31.12.06 }	10 %	117 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$23,112 \$10,000	3,047	{ Final of 21 making \$5 for 1906 }	6 1/2 %	78
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$40,500 \$10,000	400,933	{ \$6 for and half-year making \$12 for 1906 }	11 1/2 %	\$101
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 none	3,997	{ Final of Tls. 4 making Tls. 8 for 1905/6 }	10 1/2 %	Tls. 75 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 19,100	Tls. 23,117	{ Final of Tls. 10 making Tls. 18 for year } { ending 31.12.06 on old capital }	7 1/2 %	Tls. 29 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 100,000 Tls. 50,000	Tls. 12,936	{ Tls. 18 for 1905 }	8 1/2 %	Tls. 212 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 none	Tls. 3,388	{ Tls. 6 for 14 months ending 28.2.07 }	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000 none	37,418	{ \$5 for year ended 30.6.1906 }	10 1/2 %	128
Central Stores, Limited	50,123	\$15	\$15	\$15,000 none	19,178	{ \$1.80 for 1905 }	12 1/2 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$14,000 \$26,775	371	{ \$5 for second half-year making \$10 for 1906 }	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 none	56,218	{ Interim of \$3 for half year ending 30.6.07 }	7 %	\$100 ex div.
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 25,000 none	Tls. 1,935	{ Final of 6 % = 10 % for 1905 }	...	Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	{ Final of \$6 making \$10 }	12 1/2 %	\$80.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,000 \$50,000	\$11,567	{ 80 cents for 1906 }	7 1/2 %	\$101
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	{ \$21 for 1906 }	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 170,000 none	61,978	{ Interim of Tls. 3 for account 1907 }	7 1/2 %	Tls. 1.0 buyers
West Point Building Company, Limited	18,500	\$50	\$50	none	\$1,519	{ Final div. of \$2.10 making \$4.10 for 1906 }	8 1/2 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 64,986	{ Tls. 10 for year ended 31.10.1906 }	15 1/2 %	Tls. 64 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 150,000 Tls. 110,000	321,660	{ 11 1/2 for year ending 31.7.06 }	11 %	\$11 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000 none	Tls. 36,211	{ Tls. 6 for year ended 30.9.06 (8 %) }	12 %	Tls. 50
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,479	{ Tls. 8 for 1906 }	9 %	Tls. 87 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 25,257 none	Tls. 50,763	{ Tls. 50 for 1906 }	15 1/2 %	Tls. 325
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	1906	{ \$7 for 1906 }	8 %	87 1/2 buyers
Bell's Asbestos Eastern Agency, Limited	2,604	12/6	12/6	£814 £1,000	2866	{ 1/3 per share for 1905 }	8 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	653	{ \$3 for 1905 }	...	120 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	none	Nil.	{ 11 for 1905 }	...	19.30 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 889	Tls. 889	{ Final of Tls. 5 making Tls. 10 for 1905 }	15 1/2 %	Tls. 10 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	none	25,000	{ 60 cents for year ended 28.2.07 }	...	3 1/2
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$115,000 \$50,000	855	{ 80 cents for 1906 }	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$15,000 \$1,555	57,555	{ \$1.30 for year ending 31.7.1906 }	8 1/2 %	\$15 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$11,000 \$186,000	10,804	{ Interim of 50 cents per share for a/c 1907 }	9 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 none	15,022	{ \$2 1/2 for year ending 28.12.07 }	11 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	12,913	{ 1 per share for year ending 28.2.07 }	7 %	\$14 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000 \$105,000	14,361	{ Final of \$18 making \$22 for year ending 31.12.06 }	9 1/2 %	\$24 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$105,000 Tls. 547,500	14,212	{ \$2.00 for year ending 31.12.06 }	9 %	Tls. 310 buyers
Malacca Plantation, Ltd. (Mijn, Bosch en Landbouw)	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	{ Second interim div. of Tls. 7 1/2 for a/c 1907 }	9 1/2 %	\$16 1/2 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	2,655	{ 5 pps sh. or period of 19th Oct. to 30th Apr. 07 }	...	\$16 1/2 buyers
Peak Tramways Company (new)	10,000	\$10	\$10	none	Dr. 1,363.24	{ None }	...	Tls. 10 1/2
Philippine Company, Limited	97,500	\$10	\$10	none	Tls. 7,990	{ Final of Tls. 31 and bonus of Tls. 1 1/2 for } { year ending 31.12.06 }	4 1/2 %	Tls. 45 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 67,323	Tls. 9,751	{ Tls. 4 for 1905 }	12 1/2 %	Tls. 80 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 8,000	Tls. 3,354	{ Final of Tls. 5 and Tls. 10 for 1906 }	8 1/2 %	Tls. 20 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 24,820 Tls. 10,000	Tls. 7,843	{ Final of Tls. 6 making Tls. 10 for 1906 }	...	Tls. 300 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 100,000 Tls. 190,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 }	...	Tls. 270 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	none	Dr. 841,934	{ Interim div. of 5/- for 1-year 1906 }	...	\$22
South China Morning Post, Limited	7,200	\$25	\$25	none	1214	{ None }	4 1/2 %	\$7
Steam Laundry Company, Limited	20,000	\$5	\$5	none	Tls. 1,012	{ 30 cts. (old) & 15 cts. (new) for year ending 31.5.06 }	...	Tls. 97
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 3,499	{ Interim of Tls. 4 for year 1905/6 }	...	\$12 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	none	3,752	{ First year. }	...	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$15,000 \$15,000	\$5,482	{ 70 cents on 9,000 ord. shares and \$9.00 on } { 100 Founders for year ending 31.12.06 }	6 1/2 %	\$11 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$100,000 \$15,000	\$1,822	{ Final of 40 cents per share making 80 } { cents for year ending 31.12.07 }	7 1/2 %	38
William Powell, Limited	15,000	\$10	\$10	\$4,500 none	...	{ Final of 30 cts. making 80 cts. for the } { year ended 30th June, 1906 }	10 %	...

* These shares are entitled to half of the profits.

Halls.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

(Through Bills of Lading issued for UTAHIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Mouton, will be despatched for MARSEILLES on TUESDAY, the 6th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. SALAZIE 20th August.
S.S. POLYNESIEN 3rd Sept.
S.S. TOURANE 17th Sept.
S.S. AUSTRALIEN 1st Oct.
S.S. NERA 15th Oct.
S.S. VARA 29th Oct.

G. DE CHAMPEAUX, Agent.

THE Steamship

"DELTA."

Captain C. L. Daniel, R.M.R., carrying His Majesty's Mails, will be despatched from this for HONGKONG, &c., TO-MORROW, the 27th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India, will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on 8th September, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 26th July, 1907.

Hongkong, 24th July, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

EASTMAN'S

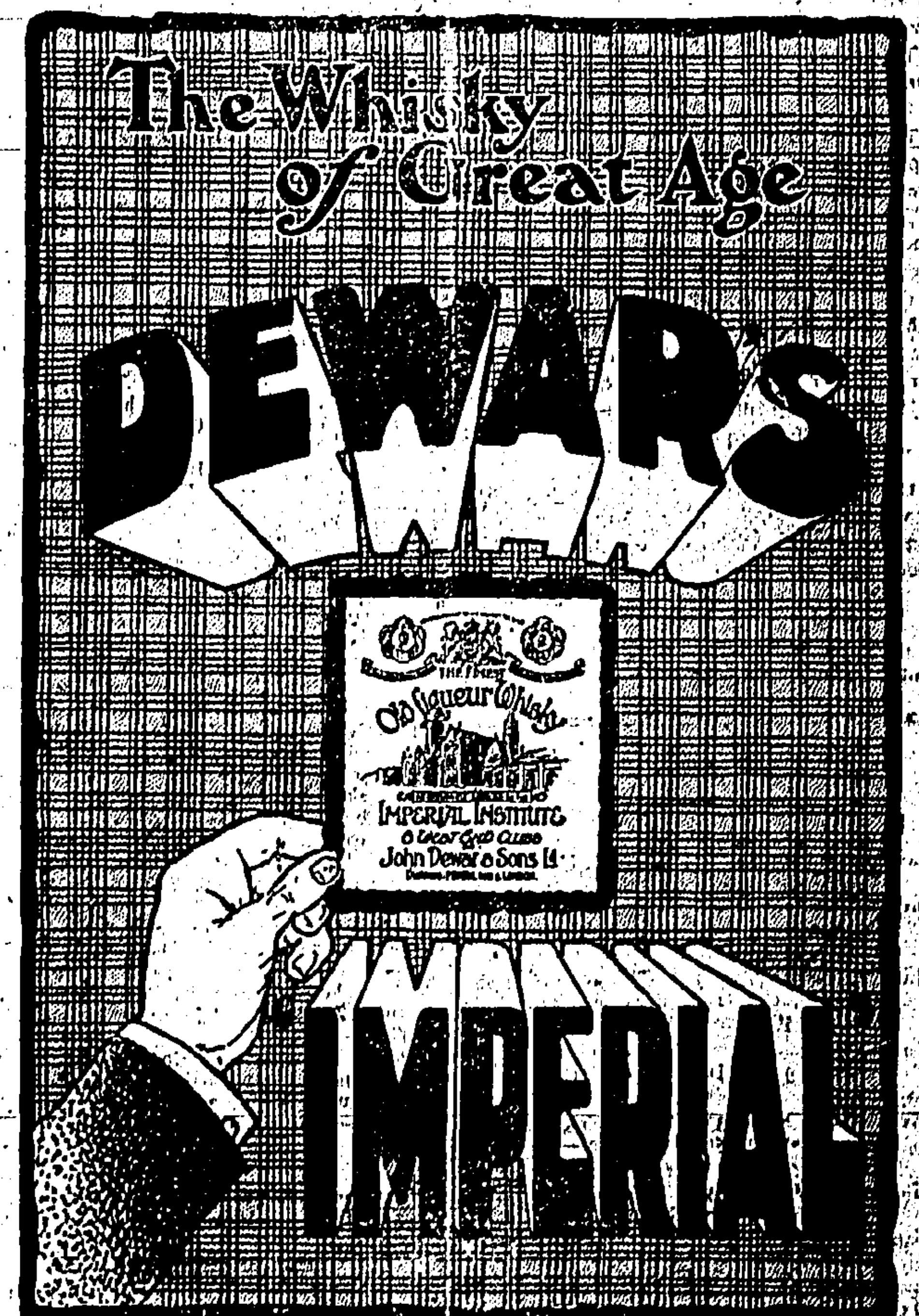
REQUISITES

KODAKS, FILMS,

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.



Sole Agents: BUMANN & BERBLINGER,

16, 16 & 17, Connaught Road Central.

[480]